THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y) 354-360 Fourth Ave., New York

Vol. LXXIV, No. 9 New York, August 26, 1922 Whole Number 1688

TOPICS - OF - THE - DAY

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AFTER THE COAL STRIKE

A "FAMOUS VICTORY," it may have been for somebody, but if any little Peterkin should try to find out next winter "what good" came out of it all, he is not likely to find any very satisfactory answer from the papers printed about the time when the strike ended. For after exactly four months and a half, the strike practically came to an end on August 15 by the signing of an agreement at Cleveland between the union leaders and a goodly number of operators. Each party to the strike is credited with having won certain important points, but there is a general agreement on the part of the daily press that whoever won the victory, the public lost it. Federal officials in Washington, we note in the correspondence of *Coal Age* (New York), "are inclined to regard the result as something of a draw." "The strength of the union has been clearly demonstrated, the mine workers have successfully resisted a reduction in their pay, the check-off will continue, and working conditions remain unchanged." On the other hand, we are reminded, "the operators at least have broken up the central competitive field" and "the prospects are that the union will lose the weakly organized districts." But the public is distinctly the loser, continues this writer, since there has been "a great industrial setback" and "the nation's fuel bill for 1922 will be $300,000,000 more than it was in 1921." The public alone, declares the Chicago *Tribune*, "is certain that it has lost by the strike." Practically the same statement is made by many a daily, including such representative journals as the Minneapolis *Tribune*, Louisville *Courier-Journal*, New York *World*, and New York *Evening Post*. While the miners win "a diplomatic victory" and the operators are assured "of a good market for months to come," the public seem to have been out-and-out losers, comments *Saward's Journal*, another coal trade weekly.

The public will suffer, explain several editors, because there will not be enough coal to go around, and because the price of what there is will necessarily be high. At the best, says the Providence *News*, "the consumers will not escape the pinch of the profiteers. Some will suffer from inability to meet the artificial prices created by the shortage. The costs of manufactured articles also will hit the pocketbooks of those least able to pay." The resumption of mining, as a Great Lakes newspaper, the Duluth *Herald* notes, "does not solve the problem of distant communities that are facing an approaching winter with empty bins. To be of use, the coal must be transported, and that is another story not yet ended."

The pinch will be felt most keenly by users of anthracite. As the New York *Herald* points out—

"The hard-coal supply is very low after the months of idleness at the mines. In the East most of the dealers' anthracite pockets are empty, and their customers, whose bins are empty also, seek in vain for the winter's household supply. Only ten weeks remain before the heating of homes usually begins. There is little hope that the hard-coal miners, after being on strike all summer, will catch up with the demand, even if the transportation facilities were ideal."

"Hard coal is going to be scarce this winter," agrees the Detroit *Free Press*, "for, generally speaking, the production of anthracite in America in any given season just about meets the normal consumption, and practically no hard coal has been mined since April 1." So, the Michigan editor advises,

"The head of the family who has failed thus far to secure his winter's supply of coal, and lacks a pretty definite, tangible promise from his dealer that his demands will be satisfied, will be wise if he becomes flexible-minded on the subject of fuel and looks around to secure as soon as may be, either coke or soft coal. By doing so, he may save himself worry later."

That the anthracite shortage can not be made up, and that "there will have to be carefully controlled distribution and possibly rationing" this winter is likewise the opinion of the Washington *Star*, which goes on to say of the soft-coal situation:

"The relative shortage of bituminous coal is not so great, but with the railroads crippled by the shopmen's strike it is going to be difficult to transport coal as fast as it will be mined, and priority orders probably will have to remain in effect throughout the winter."

One of the reasons why the soft-coal shortage will pinch, says the Baltimore *Evening Sun*, in spite of the fact that total production to July 15 is not very much less than that for 1921 in spite of the strike, is that—

"The expansion of business this year made necessary an amount of coal greatly in excess of that needed last year. A strike last year would scarcely have been felt. A strike this year brings a decided pinch."

In the morning *Sun* we find a discussion of the common prediction "that the country faces a winter of excessive prices" for coal. It wonders why. The miners are to go back without increase of wages, the Interstate Commerce Commission has cut the freight rate on coal 10 per cent., and the Maryland paper "can find no justification on the basis of higher operating costs for the retail dealers." "Obviously then," it concludes, "if prices go skyrocketing the only possible excuse will be found in the determination of unconscionable profiteers to exploit the scarcity at the expense of the public." Making the same complaint the Philadelphia *Public Ledger* calls attention to soaring prices for soft coal in spite of the price-fixing agreement to keep the price down to $3.50 at the mine.

This is a sad story, but there are optimists. "It is certain that coal is going to be dear; it is probable that it is going to be scarce"; but, continues the New York *Times*, "it is unlikely that there will be a famine of fuel." This paper believes that with the ending of the coal strike the railroads will "have no difficulty in doubling the movement of coal, regardless of the shopmen's strike." *Science Service* (Washington, D. C.), at the beginning of the present month, gathered together optimistic conclusions of Government officials in touch with the fuel situation, which are said to justify the assertion that with the strike

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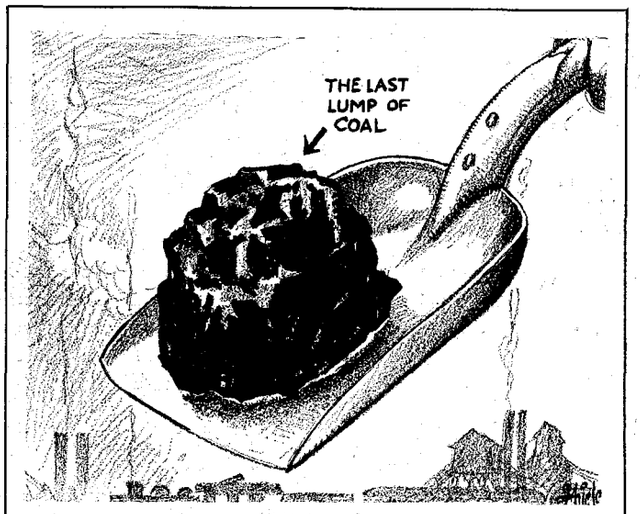
ending in August there need be no such soft-coal famine as seriously to cripple the nation's industries. As these conclusions are summed up:

"An average of 46,000,000 tons of fuel was produced by bituminous mines each month during the coal year ended March 31, 1918, according to the records of the U. S. Geological Survey.



A PEACEMAKER.
—Thiele in the Sioux City *Tribune*.

At this rate of production nearly 400,000,000 tons of fuel can be produced during the remainder of the present coal year, provided a settlement of the strike controversy be effected within the next few weeks.

"Record production was established during the coal year, 1917–18. Officials admit that to equal this rate of production during the remainder of the present coal year would be a severe strain upon the industry and upon its workers. But they emphasize that what has been done before can be repeated. There would remain, of course, the problem of transport of fuel to be solved, even tho production were speeded up.

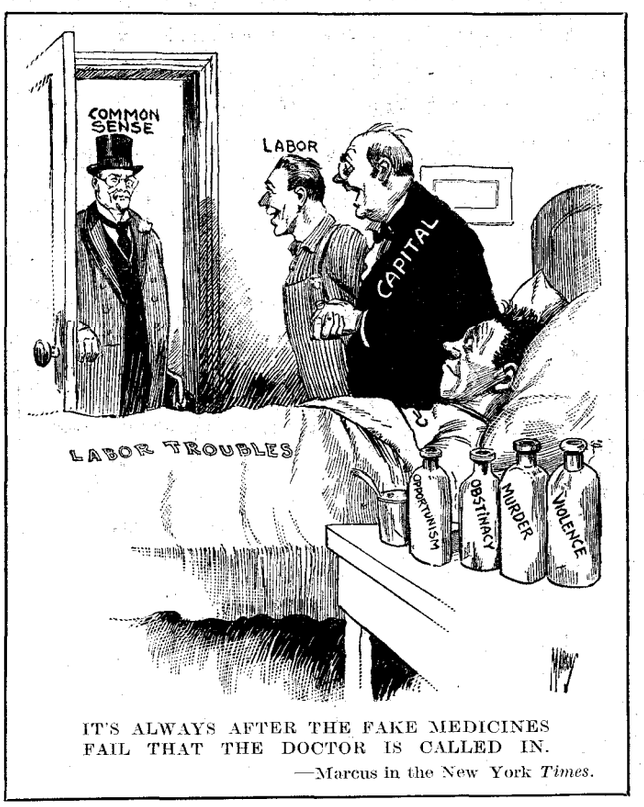
"The point upon which officials are laying emphasis in analyzing the present situation is that a 90-day shut-down of the union mines need not necessarily cripple the nation's industry for lack of fuel.

"Coal production can be speeded up more easily, in one sense, than the production of almost any other commodity. This is shown by the record of production for the last nine years which shows violent fluctuations. In the coal year, 1914, production amounted to 482,685,000 tons. In the following year it fell off to 399,902,000 tons. But in 1916–17 the total rose to 504,134,000 tons. Approximately 552,041,000 tons were produced in 1918–1919, and but 434,279,000 tons in the year ended March 31, 1922. In that year, however, the number of men employed by the industry was 639,547, or the largest number in history. With only 557,456 men employed, the mines in 1915 got out a much greater tonnage than in 1922."

And suffering from lack of fuel will be alleviated, we read in a Washington dispatch to *The Wall Street Journal*, through Federal distribution and control, which Secretary Hoover thinks will be necessary thirty to ninety days after a settlement has been reached in both railroad and coal strikes.

The coal strike was practically settled by an agreement reached at Cleveland on August 15 between leaders of the United Mine Workers of America, and representatives of operators in West Virginia, Pennsylvania, Ohio, Indiana, Michigan, Oklahoma, and Washington. While the Central Competitive Field, a bone of contention throughout the strike, was thus abandoned, the agreement covers so large a coal-producing area that most newspaper writers expect it to be accepted eventually throughout all the unionized soft-coal fields, and an anthracite settlement along the same lines was confidently predicted following the settlement at Cleveland. The Cleveland agreement provides for immediate resumption of work at existing wages and working conditions, including the "check-off," to be effective until April 1, 1923. There is to be a joint conference on October 2 to appoint a committee to report on a method of wage-scale adjustment which is to be acted on by another conference held January 3, 1923. At the October conference there is to be selected a committee of inquiry, "the members of which shall be of commanding public reputation for character and ability, and whose personnel shall be approved by the President of the United States." Its duty "shall be to develop promptly all of the pertinent facts in regard to the industry, for the benefit alike of the public, the operators, and the mine workers." Among other things, this committee is requested to consider what are fair wages, how local or national disputes may be settled without strikes, and how mine management, mechanical operation of the mines, and the work of individual miners may be made more efficient.

President Lewis of the United Mine Workers of America considers the settlement "especially gratifying, not only to the mine workers, who have emerged from this great industrial conflict with signal honors, but to the American people as well." The settlement, adds Mr. Lewis, "does not carry any wage reductions, neither does it barter away the rights of the workers by commitment to arbitration." *Labor*, the Washington organ of a number of railroad unions, congratulates the miners "on having defeated the interests that planned to destroy their organization." Another labor journal, the Minnesota *Daily Star*, has not the slightest doubt that "the union has won one of the most notable labor triumphs in the history of the United States." They have maintained for nearly five months a solid front "not only of



IT'S ALWAYS AFTER THE FAKE MEDICINES FAIL THAT THE DOCTOR IS CALLED IN.
—Marcus in the New York *Times*.

500,000 union miners but of 100,000 additional non-union miners." The Minneapolis labor daily continues exultantly:

"A fight of such nation-wide proportions, strength, solidarity, length of time and endurance has never before been made in the United States. The effects are wonderful. Not only have the operators granted a conference, but they have surrendered on the check-off question, and the further deflation of the miners' wages has been halted. The 1921 wage scale will be restored.

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"In view of the previous power, pride and arrogance of the employers this result is remarkable. It has demonstrated that under present conditions in a real test of strength on a nation-wide scale where there is no break in the ranks of labor, organized labor is stronger than organized capital.

"Nothing has happened in a generation so calculated to inspire and strengthen American labor."

"At least a temporary victory for the miners," agrees the Baltimore *Sun*. This is also the opinion of the New York *Evening Post*, which begins its own outline of coal-strike history by saying that the strike began—

"Because the operators refused an interstate conference, demanding district agreements, and because they asked for a sharp cut in wages, which the miners refused. It began with the *Coal Age* telling us that the union leaders were 'riding for a fall' and predicting the early disintegration of union ranks. It has been a sore disappointment to the operators that the United Mine Workers showed such staying power and discipline. It has been an equal disappointment that the non-union fields were totally unable to bring production to the weekly mark of 6,000,000 tons, which would probably have broken the strike. Due to the rail walkout, in the very middle of the struggle, production fell to 3,700,000 tons. The Cleveland gathering was an interstate conference, and the wage rate proposed is the old one, good till next April; every operator who signs the agreement, therefore, surrenders the position taken last March."

Turning to the coal-trade papers, we find several agreeing that here is at least a temporary victory for the miners, but that things may be different later on. As *The Black Diamond* (Chicago) puts it, "the miners' union won practically every contention, but the public can look for a repetition of the present struggle next year, unless a compulsory arbitration law is placed on the statute books before April 1, 1923." Moreover—

"A permanent settlement will never be reached until the coal miner decides to accept a reduction in wages in line with the deflation that has occurred in other industries. So the country must realize that a temporary surrender to the miners' union was thought best to prevent our population from freezing next winter and to avoid industrial paralysis which was slowly but surely being felt in all sections of the country. 'He who fights and runs away lives to fight another day.'"

"It nearly always ends this way," comments *Coal Age;* "a strike commences with strong arguments in favor of the operators and ends with conditions such as make the operators friendly and even anxious to concede, because there arrives a time when concession promises profit." *Coal Age* admits that President Lewis won his fight against liquidation of wages and "held his men in line despite internal dissent." But this editor sees the operators working together better than ever before, and better equipped for the future "battle that must be won,"—

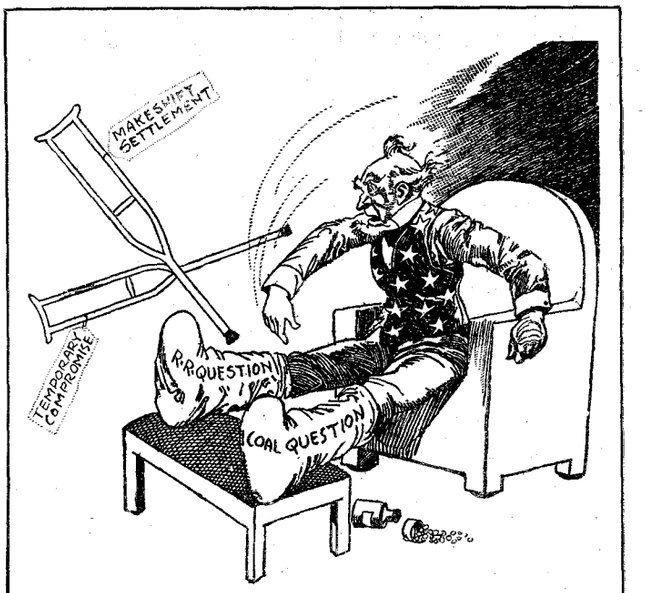
"It will be a long battle and one requiring the utmost determination and sacrifice, but it must be won if the coal industry is to attain the true normalcy so much desired by everybody but union labor. Defeat without surrender in a fight for a just cause often is more stimulating to morale than victory."

There is one feature of the Cleveland settlement, declares the Pittsburgh *Leader*, that will receive "the approval of the public not less enthusiastically than that of the miners." It is "that providing for an investigation commission to make a complete survey of the bituminous industry." If it is carried out in good faith, believes the New York *Tribune*, "the decision may well mark a new epoch in industrial relations," for "it offers a real promise of betterment in an industry that has been a perpetual menace to the economic health of the nation." This part of the settlement plan, according to President Lewis, "gives assurance that constructive reforms will be inaugurated, eliminating organic ailments in the bituminous coal industry." And Mr. Thomas H. Watkins, President of the Pennsylvania Coal and Coke Corporation, one of the operators who signed the Cleveland agreement, says of the committee of inquiry clause:

"For the first time in the coal industry important labor leaders and employers have joined together in a crisis and voluntarily set up the machine, not only for a resumption of work but for the establishment of a public tribunal before whom they engage themselves to appear with all the facts of the industrial activities of both parties. The recommendations of this commission are to be the guide for necessary steps toward a permanent solution as well as for future agreements, negotiated without interference or compulsion, except as both sides must bow to the powerful opinion of a well-informed public.

"The document means that reason has been restored to the coal industry. . . .

"We believe that the door has been opened to a new era in the coal industry in which the consuming public, as well as those engaged in producing coal, will have full access to the essential facts of industry and an influence in guiding it into more peaceful and stable channels."



"I DON'T WANT CRUTCHES—I WANT A PERMANENT CURE!"

—Thomas in the Detroit *News*.

That some kind of investigation, and eventually a reorganization of the soft-coal industry, is absolutely necessary, is a conclusion agreed upon by scores of papers of varying political and economic views. The call for more light on the coal industry, and for something beyond mere investigation, has been made again and again by our newspaper editors, has been heard in Congress, and has already been noted in our columns. The New York *World*, the New York *Herald*, the Newark *News*, argue for the necessity of a thorough-going impartial investigation. The Kansas City *Star* in a recent editorial calls attention to the uncertain profits of coal operators, the irregular employment of miners, the excessive number both of mines and miners. As it puts it, "a week's wage for about half a week's work, a year's income for about half a year's business, appear to be the expectation of miners and mine operators respectively." And then there is an excessive cost of distribution "which makes the cost of a ton of coal to the consumer frequently five to seven times the cost at the mines." "Can these troubles be remedied? and if so how and by whom?" Should the public "pay exorbitant prices for coal when an unlimited amount of the fuel can be drawn upon? Should thousands suffer from cold in the winter and the wheels of industry be stopt at any time when there is coal in abundance for both heat and power?" These questions, concludes *The Star*, "must be answered before the coal problem or the coal strike is really settled."

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"WETS" AND "DRYS" IN "THE DIGEST'S" PROHIBITION POLL

WHOEVER SAID THAT THE WOMEN of the nation were naturally "drier" than the men seems to have known what he was talking about. At least, that seems to be a logical deduction from the trend of the poll of 2,200,000 women from the voters' lists of the country with which THE DIGEST is supplementing its main poll. The special women's poll has lost 5 per cent. of "wetness" since the first tabulation last week, when the returns showed 65 per cent. against "bone-dryness." The present percentage of dampness, figured on the basis of the tabulation of 55,444 votes shown at the foot of this page, is 60, which is one and one-half per cent. "drier" than the general poll. After an extremely "wet" start in the metropolitan districts of the East, the women of the country seem to be on their way to justify the familiar contention that they are better friends of Prohibition, by and large, than are the men-folks.

SUMMARY OF 55,444 WOMEN'S BALLOTS ON PROHIBITION

Those in favor of the continuance and strict enforcement of the Eighteenth Amendment and Volstead Law	22,716
Those in favor of a modification of the Volstead Law to permit light wines and beer	21,019
Those in favor of repealing the Prohibition Amendment	11,709
TOTAL	55,444

It will be noticed, among other interesting details shown in the tabulation of the women's vote, that of the three totals, for enforcement, for modification, and for repeal, the vote for enforcement is the largest. In the main poll, shown in detail on the following page, the vote for modification has been throughout the polling, and is still, the largest of the three totals. On the other hand, the percentage of women favoring the repeal of the Eighteenth Amendment is larger than in the main poll, which represents a preponderance of masculine opinion. In New York, in Wisconsin, in Maryland, and in Louisiana, the women's vote for repeal, leaving out of consideration the vote for modification in all three of these States, is larger than the vote for enforcement. The main poll shows only two States, Maryland and Louisiana, in which the "repeal" vote is the largest of the three. In the vote so far received from Kansas, on the other hand, the women of that State are shown to be as thoroughly "dry" as are the approximately 15,000 Kansas voters represented in the main poll. It is interesting to note that, even in the small returns so far received on the women's poll, Maryland, Louisiana and Kansas, to mention only three States, so closely follow their generally recognized sentiments toward Prohibition, as well as the sentiments revealed by so many thousand more votes in the main poll. A newspaper editor speaks of the "uncanny accuracy" shown by carefully conducted polls, even when the percentage of the total population polled is small, and a comparison of the votes of the women's poll and of the main poll, State by State, seems to furnish several cases in point.

But, if the women are "drier," the factory workers continue to show an overwhelming predominance of "damp" desires.

TABULATION OF THE WOMEN'S VOTE ON PROHIBITION

Votes Received up to and Including August 15, 1922

	For Enforcement	*For Modification*	*For Repeal*
NEW ENGLAND STATES			
1 Maine	390	381	126
2 New Hampshire	90	123	49
3 Vermont	124	126	64
4 Massachusetts	1,494	1,162	733
5 Rhode Island	217	218	159
6 Connecticut	453	471	240
TOTAL VOTES	2,768	2,481	1,365
MIDDLE ATLANTIC STATES			
1 New York	2,059	3,760	2,554
2 New Jersey	839	1,253	745
3 Pennsylvania	1,843	1,635	1,249
TOTAL VOTES	4,741	6,648	4,548
EAST NORTH CENTRAL STATES			
1 Ohio	2,319	1,444	733
2 Indiana	572	549	240
3 Illinois	2,355	1,871	1,109
4 Michigan	1,460	939	323
5 Wisconsin	121	289	168
TOTAL VOTES	6,827	5,092	2,573
WEST NORTH CENTRAL STATES			
1 Minnesota	286	315	170
2 Iowa	99	91	44
3 Missouri	358	366	271
4 North Dakota	—	—	—
5 South Dakota	—	—	—
6 Nebraska	6	6	4
7 Kansas	304	134	46
TOTAL VOTES	1,053	912	535
EAST SOUTH CENTRAL STATES			
1 Kentucky	650	627	361
2 Tennessee	640	400	185
3 Alabama	226	189	70
4 Mississippi	116	64	35
TOTAL VOTES	1,632	1,280	651

	For Enforcement	*For Modification*	*For Repeal*
WEST SOUTH CENTRAL STATES			
1 Arkansas	—	—	—
2 Louisiana	102	225	141
3 Oklahoma	154	101	32
4 Texas	746	507	168
TOTAL VOTES	1,002	833	341
SOUTH ATLANTIC STATES			
1 Delaware	58	77	48
2 Maryland	217	250	257
3 Dist. of Columbia	293	211	72
4 Virginia	494	396	211
5 West Virginia	828	480	186
6 North Carolina	347	193	71
7 South Carolina	185	124	65
8 Georgia	376	367	127
9 Florida	245	177	77
TOTAL VOTES	3,043	2,275	1,114
MOUNTAIN STATES			
1 Montana	—	—	—
2 Idaho	106	83	15
3 Wyoming	—	—	—
4 Colorado	450	324	120
5 New Mexico	70	56	19
6 Arizona	—	—	—
7 Utah	63	77	24
8 Nevada	—	—	—
TOTAL VOTES	689	540	178
PACIFIC STATES			
1 Washington	164	112	26
2 Oregon	52	63	14
3 California	745	783	364
TOTAL VOTES	961	958	404
GRAND TOTAL	22,716	21,019	11,709

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TABULATION OF THE PROHIBITION VOTE (MAIN POLL) BY STATES

Votes Received up to and Including August 8th, 1922

	For Enforcement	For Modification	For Repeal
NEW ENGLAND STATES			
1 Maine	3,252	2,710	2,080
2 New Hampshire	2,261	2,635	1,141
3 Vermont	1,422	1,370	949
4 Massachusetts	12,898	13,828	8,162
5 Rhode Island	1,972	2,765	1,773
6 Connecticut	4,720	6,875	3,702
TOTAL VOTES	26,525	30,183	17,807
MIDDLE ATLANTIC STATES			
1 New York	25,345	41,024	24,343
2 New Jersey	6,157	9,093	5,120
3 Pennsylvania	21,965	21,746	15,254
TOTAL VOTES	53,467	71,833	44,717
EAST NORTH CENTRAL STATES			
1 Ohio	20,043	17,041	8,261
2 Indiana	14,719	11,350	5,215
3 Illinois	19,235	21,695	12,205
4 Michigan	11,083	10,534	3,683
5 Wisconsin	8,768	12,327	5,267
TOTAL VOTES	73,848	72,947	34,631
WEST NORTH CENTRAL STATES			
1 Minnesota	10,160	10,907	3,903
2 Iowa	10,732	10,509	4,405
3 Missouri	9,189	8,079	5,147
4 North Dakota	2,080	3,070	827
5 South Dakota	2,351	2,212	729
6 Nebraska	7,325	6,465	2,436
7 Kansas	8,458	4,180	1,907
TOTAL VOTES	50,295	45,422	19,354
EAST SOUTH CENTRAL STATES			
1 Kentucky	5,080	4,563	3,632
2 Tennessee	4,876	3,839	1,669
3 Alabama	2,847	2,657	881
4 Mississippi	2,201	1,749	785
TOTAL VOTES	15,004	12,808	6,967
WEST SOUTH CENTRAL STATES			
1 Arkansas	3,412	2,212	1,467
2 Louisiana	1,739	3,291	2,147
3 Oklahoma	5,915	4,154	1,714
4 Texas	9,616	7,929	2,849
TOTAL VOTES	20,682	17,856	8,177
SOUTH ATLANTIC STATES			
1 Delaware	602	677	400
2 Maryland	3,145	4,044	4,093
3 Dist. of Columbia	2,207	3,507	1,497
4 Virginia	3,705	4,674	2,516
5 West Virginia	2,836	2,633	1,020
6 North Carolina	3,384	2,837	1,053
7 South Carolina	1,771	1,638	600
8 Georgia	3,130	2,907	1,325
9 Florida	2,530	2,760	1,195
TOTAL VOTES	23,310	25,677	13,699
MOUNTAIN STATES			
1 Montana	1,704	2,701	1,089
2 Idaho	1,894	2,042	645
3 Wyoming	679	965	383
4 Colorado	4,753	3,865	1,825
5 New Mexico	774	768	298
6 Arizona	821	1,200	426
7 Utah	1,540	2,028	837
8 Nevada	254	575	197
TOTAL VOTES	12,419	14,144	5,700
PACIFIC STATES			
1 Washington	7,243	6,642	2,016
2 Oregon	4,315	4,743	1,220
3 California	15,407	20,313	8,344
TOTAL VOTES	26,965	31,698	11,580
GRAND TOTAL	302,515	322,328	162,632

The latest factory polled, the establishment of the Hudson Motor Car Company at Detroit, gives the following return:

For enforcement	270
For modification	2,649
For repeal	754

The last two factories polled, both automobile factories, have shown a far greater strength for the modification of the Volstead Act to permit light wines and beer than for repeal of the Prohibition Amendment. Combining the five polls which have thus far been taken among factory workers, the results run:

For enforcement	914
For modification	7,598
For repeal	3,315

The workers in these five representative factories, all of which were polled with every care that the vote might be fair and unbiased, are registered, it will be seen, at a ratio of approximately 11 to 1 against "bone-dryness."

Nevertheless, observes a paragrapher in the Houston *Post*, "Our idea of an optimist is a man who can study THE LITERARY DIGEST poll and smack his lips in rejuvenated and strengthened hope." This is no joke, agree a number of such fair-minded and judicious commentators as the New York *Evening Post* and the Philadelphia *North American*, both with "dry" inclinations, and the New York *Times*, with a "wettish" tendency. The more extreme champions of "bone-dry" Prohibition agree with even more enthusiasm. They go to the extent of arguing, as in the case of several correspondents, that even to discuss the possibility of a change in our present "dry" laws verges on high treason. Officials of the Anti-Saloon League throughout the country, following the argument of William H. Anderson and Wayne Wheeler, leaders of the Anti-Saloon League, who have been quoted in these pages, hold that THE DIGEST'S poll "doesn't mean anything," that a majority of the people of the country are in favor of the continuance and enforcement of the Eighteenth Amendment and the Volstead Act. They challenge the wisdom of the poll since, they believe, it is giving a false idea of the Prohibition sentiment of the country, as well as furnishing encouragement to law-breakers. *The American Issue*, a leading organ of the "drys," quotes at length a long editorial from *The American Legion Weekly*, a leading organ of the American Legion, as authority for the poll's unreliability. A good many thorough Prohibitionists, however, take the stand that the poll is reliable, that it shows truthfully the state of public sentiment with regard to Prohibition, and that THE DIGEST has rendered a great service, not only to the country at large, but also to Prohibitionists, in showing the strength of the antagonism which the "bone-dry" advocates must meet. As one anonymous correspondent points out, armies are dependent for their effectiveness on the excellence of their intelligence service, which gives them information of the country through which they must march, and the strength of the enemy they must meet. Harry M. Chalfant, Editor of the Pennsylvania Edition of *The American Issue*, official organ of the Pennsylvania Anti-Saloon League, takes this attitude. "As we see it," he writes, in the course of an editorial on the poll:

"THE LITERARY DIGEST is rendering a great public service in thus tabulating the sentiment of the people. It shows conclusively that the work of bringing America to the prohibition standard is by no means accomplished, but that there lies ahead of us decades of the hardest kinds of agitational and educational work, and the people with whom we must deal are the modificationists. They must be shown that wine and beer are intoxicating and that they can not be brought back without doing one of two things: We must either repeal the Eighteenth Amendment or permit it to become a farce and a dead letter. To make a farce of it can not be approved of for one moment by any patriotic American. Such action would be in utter defiance of all orderly Government. To repeal the Amendment is the

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only sane thing that can be done, if we must have wine and beer. But to repeal the Amendment means a reversal back to the days of the grogery, the distillery and the brewery.

"The American people have set their faces toward the ultimate extinction of the commercialized beverage alcohol traffic. That that purpose can be achieved only by the maintenance of strict enforcement, we are fully convinced, and it is useless to shut our eyes to the mountain of difficulty being thrown in the way by the advocates of wine and beer. It is a mountain that can be removed, but not in a day and not without loyal service and generous sacrifice of time, money and energy."

The Philadelphia *North American*, one of the stanchest friends of Prohibition, takes a similar stand as to the reliability of the poll, its importance in the present unsettled state of the Prohibition question, and the lesson it carries for those who believe that the present laws against the liquor traffic should be continued and enforced. In the course of a two-column editorial analysis of the poll, the Philadelphia editor observes:

"Nation-wide attention has deservedly been attracted by THE LITERARY DIGEST'S poll of 10,000,000 voters on the Prohibition and soldiers' bonus questions, the latest report classifying the first 480,000 ballots. Altho some partizans on both sides of these important issues complain that the canvass is faulty and may be misleading, publicists and political students generally accept the figures as providing a fairly accurate index to public sentiment.

THE 1922 CAMPAIGN MIXTURE.

—Brown in the Chicago *Daily News*.

"Any suggestion, from whatever source, that the test is not fairly conducted or that it is inspired by some ulterior motive may be dismissed at once. The character of THE LITERARY DIGEST is too firmly established to permit the slightest suspicion that it would act in bad faith or suspend observance of its high standard of editorial integrity. In conducting this laborious and costly test of sentiment on two vital questions it is performing a useful public service. The results should be unusually enlightening, because this kind of poll provides an opportunity for voters to express their views unhampered by party affiliations or predilections for candidates, which are factors in influencing the voting at regular elections.

"On both sides complaints have been made that the poll covers chiefly 'the enemy's country'; that women are not being canvassed in equal numbers with men, and that the vote is drawn from a class of citizens which includes comparatively few of the nation's laboring folk. But in a matter of this kind all such variations and divergences necessarily extend in opposite directions, and thus have a way of neutralizing one another. Experts recognize that in the general average there is an indication of almost uncanny accuracy. . . .

"The poll provides a conclusive indication of the attitude of the country toward repeal of the Eighteenth Amendment. As between strict enforcement and repeal, forty-seven of the forty-eight States favor the former, the majority being 80,000; Maryland alone gives a lead to the repeal proposal.

"Analysis of the vote by States reveals a sentiment which leaves the 'wets' no hope of making gains in Congress sufficient to repeal the Eighteenth Amendment—and a repealer, of course, would never be ratified by the legislatures of thirty-six States. Nor is there anything in the figures to justify the liquor advocates in hoping that Congress will make any material change in the Volstead Act.

"The poll shows that anti-Prohibition sentiment is strongest in the industrial regions, with their crowded cities and large foreign-born populations. Outside of these centers the country is predominantly and irrevocably dry. Even Massachusetts votes 11,189 for strict enforcement to 6,971 for repeal, and in Pennsylvania, once the citadel of the liquor traffic, Prohibition wins over repeal by a vote of 18,285 to 12,520, a ratio of three to two.

"THE LITERARY DIGEST'S canvass should bring high encouragement to the supporters of Prohibition. It not only clearly demonstrates that repeal of the Eighteenth Amendment is impossible, but it reveals that there is only one dangerous issue to be met—the agitation for changing the Volstead Act so as to permit the sale of light wines and beers. Prohibitionists should promptly accept this challenge of the brewers and bootleggers, and meet it with facts and irrefutable arguments, the only weapons with which they have ever won.

"Let them impress it upon the public mind that legalized sale of light wines and beers would bring back the licensed saloon, and that the licensed saloon inevitably would become a vast distributing agency for the bootleggers.

"In this controversy Pennsylvania ought to play a leading part, because it is the one State which has furnished a demonstration of what toleration of the licensed saloon means. Upon the plea that the State should control the sale of alcoholic beverages complying with the Volstead Act, and should have tax revenue therefrom, the State Administration caused the passage of an enforcement law with a license provision. The practical result has been perpetuation of the saloon system, and its use as a law-defying, booze-distributing agency for the bootleggers. And that is precisely what would follow, in every non-Prohibition State, a yielding to the deceptive plea for light wines and beers."

The preceding quotations, from two leading Prohibitionist authorities, not only answer several Prohibitionist attacks on the poll, but also serve as a reply to the protests of several publicists of the "wet" persuasion, who have been objecting to THE DIGEST'S custom of printing "dry" attacks on the veracity of its poll without saying anything in its own defense. The Sacramento *Bee*, which is strongly opposed to the continuance and enforcement of the present "dry" laws, has been especially disturbed by THE DIGEST'S liberal quotations of attacks on the significance of its poll by Mr. Anderson, head of the Anti-Saloon League in New York State, Wayne Wheeler, General Counsel of the League at Washington, and by several other uncomplimentary members of the same organization. In the course of an extended editorial analysis of the ballots, the *Bee* joins the extreme "dry" contingent in accusing THE DIGEST of unfairness. The articles accompanying the weekly tabulations of the vote, protests the California editor, are made up exclusively of counsels to, and apologies for, the "drys." He pessimistically concludes:

"THE DIGEST quotes at length Mr. Anderson's alibi for the 'dry' contingent, without one word on the other side. Probably, when the poll is finished—provided its showing of 'damp' sentiment keeps up—Mr. Anderson will assert that the whole thing is utterly unreliable, that the majority opinion of the country is really 'bone-dry,' and THE DIGEST will agree with him."

Supplementing the opinions of the two Prohibitionist authorities quoted herewith, THE DIGEST will present in its next issue considerable evidence and testimony that the present poll is a genuinely national test of public opinion. Interpreters of the "wet" and "moist" persuasions, whose view of the facts brought out is naturally quite different from the construction put upon them in the quotations from the Pennsylvania editors, will also be given an opportunity to express their opinions.

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WOMEN, FACTORY WORKERS, AND THE BONUS

THE WOMEN OF THE COUNTRY, judging by the present returns, amounting to 55,000, on THE DIGEST'S special poll of 2,200,000 women voters, are almost as strongly in favor of the bonus as they are in favor of some amelioration of the dry laws. The votes, as shown in detail in the table at the foot of this page, are distributed slightly more than 32,000 in favor of "adjusted compensation" for ex-soldiers and sailors to nearly 23,000 opposed. Expressed in percentages the figures stand 58 per cent. for to 42 per cent. against. The same women, as shown in the tabulation of the Prohibition vote on a preceding page, give 60 per cent. against a bone-dry régime to 40 per cent. for it. These latter percentages, practically equivalent to those shown in the main poll, make the divergence from the main poll, in the case of the bonus vote, more impressive.

While the main poll, as summarized in the middle of this page, shows a further majority of 1,000 over last week against the bonus, making a total unfavorable vote of 12,000, the latest of THE DIGEST'S factory polls shows a proportion of more than 10 to 1 in favor of the proposition. The figures in the poll, which was taken in the Detroit factory of the Hudson Motor Car Company, stand:

In favor of the bonus	3,351
Opposed	323

A combination of the bonus vote in five large factories of the country indicates that working men and women are about half as strongly in favor of the bonus as they are in favor of a modification of the present liquor laws. The returns show that these workers voted 12 to 1 against the continuance and strict enforcement of the Eighteenth Amendment and the Volstead Law, and 6 to 1 in favor of the bonus. It is notable, also, that in two of the factories polled women formed a considerable percentage of those who voted. The total vote, on the bonus, in the five factories shows 12,029 in favor of "adjusted compensation" for ex-soldiers and sailors, to 2,014 opposed. The total vote here recorded, it will be seen, is 14,043. The total vote on the same ballots on the Prohibition question totals only 11,827. It appears to be a probable deduction, therefore, that the workers in these factories were actually more interested in the bonus, both for and against it, than they were in the matter of Prohibition, in spite of their far larger majority in favor of "dampness." Some 2,000 workers' ballots were left blank on the Prohibition question, and voted on the bonus. Turning for purposes of comparison to the main poll, 787,475 votes have thus far been cast for Prohibition, to 777,816 on the subject of the bonus, which would seem to indicate that more than 9,000 persons who were interested in voting on the Prohibition question did not care to vote on the bonus.

SUMMARY OF 777,816 BONUS VOTES IN THE MAIN POLL

	In favor	*Opposed*
New England States	27,519	46,342
Middle Atlantic States	66,978	101,991
East North Central States	107,620	69,844
West North Central States	65,968	47,199
South Atlantic States	24,326	38,217
East South Central States	13,557	21,177
West South Central States	23,962	22,920
Mountain States	15,766	15,891
Pacific States	37,217	31,322
Totals	382,913	394,903

THE WOMEN'S VOTE, BY STATES, ON THE SOLDIERS' BONUS

Votes Received up to and Including August 15th, 1922

	Vote "Yes"	*Vote "No"*
NEW ENGLAND STATES		
1 Maine	458	412
2 New Hampshire	130	126
3 Vermont	176	139
4 Massachusetts	1,649	1,692
5 Rhode Island	330	262
6 Connecticut	583	580
TOTAL VOTES	3,326	3,211
MIDDLE ATLANTIC STATES		
1 New York	4,041	4,436
2 New Jersey	1,606	1,214
3 Pennsylvania	2,829	1,822
TOTAL VOTES	8,476	7,472
EAST NORTH CENTRAL STATES		
1 Ohio	2,944	1,477
2 Indiana	883	450
3 Illinois	3,642	1,565
4 Michigan	1,800	873
5 Wisconsin	385	186
TOTAL VOTES	9,654	4,551
WEST NORTH CENTRAL STATES		
1 Minnesota	484	270
2 Iowa	181	45
3 Missouri	690	306
4 North Dakota	—	—
5 South Dakota	—	—
6 Nebraska	12	5
7 Kansas	385	111
TOTAL VOTES	1,725	737
EAST SOUTH CENTRAL STATES		
1 Kentucky	1,019	612
2 Tennessee	605	630
3 Alabama	285	200
4 Mississippi	95	122
TOTAL VOTES	2,004	1,564
SOUTH ATLANTIC STATES		
1 Delaware	82	107
2 Maryland	361	359
3 District of Columbia	279	275
4 Virginia	486	614
5 West Virginia	980	510
6 North Carolina	336	288
7 South Carolina	171	213
8 Georgia	394	475
9 Florida	258	228
TOTAL VOTES	3,347	3,069
WEST SOUTH CENTRAL STATES		
1 Arkansas	—	—
2 Louisiana	298	184
3 Oklahoma	205	71
4 Texas	877	546
TOTAL VOTES	1,380	801
MOUNTAIN STATES		
1 Montana	—	—
2 Idaho	103	95
3 Wyoming	—	—
4 Colorado	488	363
5 New Mexico	99	46
6 Arizona	—	—
7 Utah	100	63
8 Nevada	—	—
TOTAL VOTES	790	567
PACIFIC STATES		
1 Washington	161	136
2 Oregon	86	36
3 California	1,111	713
TOTAL VOTES	1,385	885
GRAND TOTAL	32,060	22,857

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OHIO, "DRY" AND "REGULAR"

THE WAVE OF INSURGENCY that has been in evidence in other States where Republican primaries have been held recently—Indiana, Pennsylvania, North Dakota and Iowa—dashed against a solid breakwater of party regularity in the recent Ohio primary, while at the same time the "wet" wave which has been indicated by THE DIGEST'S poll in Ohio and other States, dashed against a substantial "dry" wall, we are assured by a score of Ohio papers. For the winner of the Republican nomination for Governor not only is a "regular of regulars," as one editor puts it, but he apparently is so dry that he found it no trouble to secure the backing of the Anti-Saloon League of Ohio. He is, moreover, an old friend of President Harding's, "and his victory means that the Republicans of Ohio are willing to follow the lead of Mr. Harding," observes the independent Philadelphia *Evening Public Ledger*.

CARMI A. THOMPSON.

Ohio Republicans pick him to run for Governor, either because he is "dry" and "regular," or in spite of it.

The interpretation of the Ohio skirmish as a "dry" victory is based upon the fact that Carmi A. Thompson, who received the Republican nomination for the governorship; ex-Congressman Fess, Republican choice for Senator—whom the Baltimore *Sun*, calls "dry as Hades"—and Charles C. Crabbe, Republican nominee for Attorney-General, are for Prohibition and its enforcement. Other factors which entered into the balloting were the railroad and coal strikes, the Harding Administration, progressiveism, and the soldier bonus. Senator Pomerene, renominated by the Democrats, was opposed by both organized labor and the anti-Saloon League, we are told, yet he was given a generous plurality and already is being talked of as a Democratic Presidential possibility in 1924. The fact that organized labor could not accomplish his defeat leads the Washington *Star* (Ind.) to conclude that the labor vote is undeliverable; that "labor wears its own hat and does its own thinking." As for the soldier bonus, advocacy of this form of compensation "did not aid a single candidate, nor was opposition to the bonus a handicap," believes the independent New York *Evening Post*.

For the first time women voted in an Ohio primary, and on this account a heavy vote was anticipated, but according to the Detroit *Free Press* (Ind.) the total was less than a third of the vote ordinarily cast at election time. "In Cleveland," says this near-by paper, "less than half the number of women expected to register actually appeared for registration, while other cities report that the women cast not more than a third of the vote." But there was no dearth of candidates. More than a hundred persons sought the various offices from Governor, United States Senator, and Judge of the Supreme Court down, and so great was the confusion, according to the Democratic Sandusky *Star-Journal*, that "when the ballot was being marked the average voter had no idea what he was doing." Twenty-three persons sought the six nominations to the State Senate and eighty the sixteen to the House, and this showing, in the opinion of the Republican Erie (Pa.) *Times*, confirms the general belief that Ohio has a greater number of political aspirants than any other State in the Union.

Carmi A. Thompson, who was chosen to run against Vic Donaghey, winner of the Democratic nomination for Governor, is a former Treasurer of the United States, former secretary to President Taft, and former Speaker of the Ohio House of Representatives. According to the Chicago *Tribune* (Rep.), he has the support of the same newspapers in the State that supported Mr. Harding in the Presidential primary fight against General Leonard Wood, and of the Republican machines in Cleveland, Toledo, Dayton, Cincinnati, Canton and Columbus. Both Thompson and Donaghey are known to be safely "dry," we are told by the Democratic Canton *News*.

For these and other reasons, the victory of Thompson, Donaghey, Fess and Crabbe is looked upon by many correspondents and editors as a "dry" victory. "The 'dry' forces of the State have won a sweeping victory," wrote the Columbus correspondent of the New York *Tribune* on the day following the primary, when it was known that the avowed "wet" candidate for Governor had polled less than eight per cent. of the total vote cast for the nine Republican candidates. "The main fight," agrees the Philadelphia *Evening Public Ledger*, "was between the 'drys' and the 'wets,' with the result favoring the 'drys.'" "In nearly every case the 'dry' candidate was successful," declares the Democratic Chillicothe *News-Advertiser*, while *The American Issue*, of Westville, O., official organ of the anti-Saloon League, goes more into detail in explaining the victory which it helped to bring about:

"Not only did both parties nominate gubernatorial candidates who are committed to Prohibition and its enforcement, and associate with them nominees who are 'dry,' but the Republican party triumphantly nominated for Attorney-General Charles C. Crabbe, author of the Crabbe Enforcement Act, without doubt the most hated man in Ohio by the followers of Barleycorn, Bacchus and Gambrinus.

"The results of the primary election further disclose that the people have no mind at all to favor so-called light wine and beer, for C. Homer Durand, who made his campaign for nomination for Governor on that issue, ran a poor third in the Republican ranks."

The victory of Thompson, Fess, and Crabbe, maintains the Republican Boston *Herald*, now identifies the Republican ticket of one of our solid States with the Prohibition cause. Says *The Herald*:

"Ohio is east of the center of population. It has furnished nearly all the Presidents whom the Republican Party has elected since the Civil War. Its leaders have been the nation's leaders; its thought has been the nation's thought. It is a dominant State in the affairs of the nation. Whereas thirty years ago the Republicans through their leadership very distinctly declined any affiliation with Prohibition or Prohibitionists, to-day they are in their nominations for office—the most valid of all tests—making exactly that acknowledgment."

The Democratic Baltimore *Sun*, however, has its own ideas as to the meaning of the "dry" victory in Ohio:

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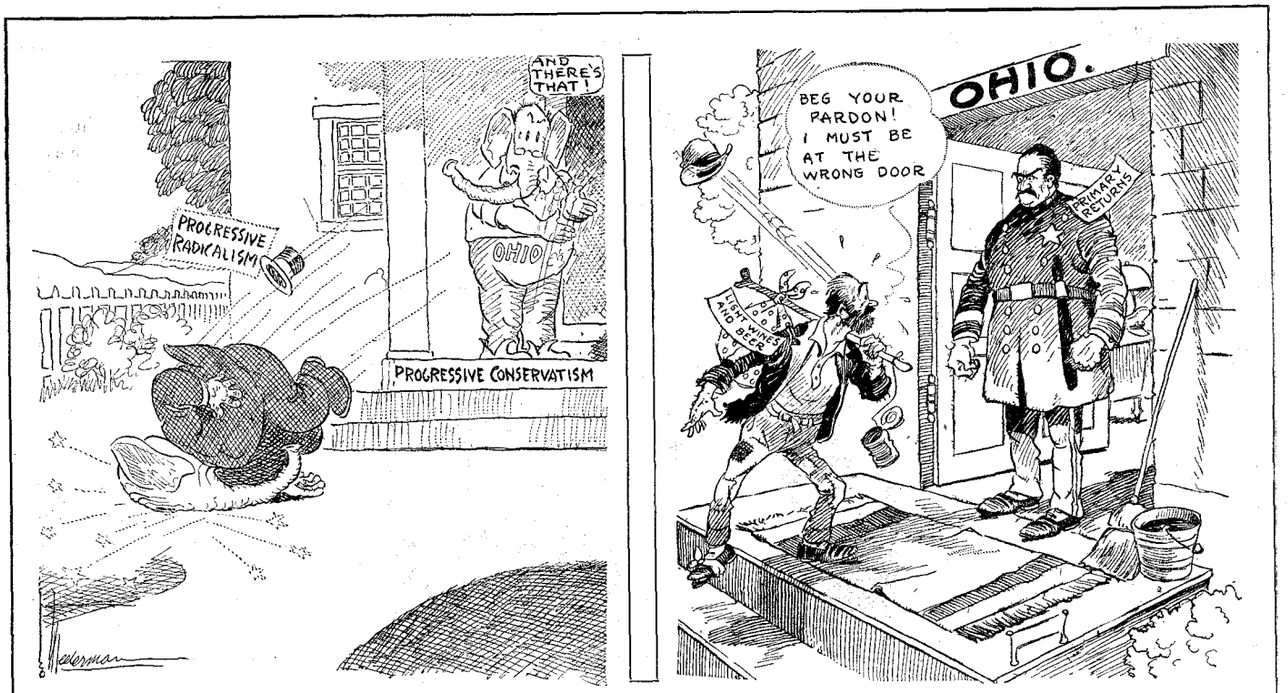

WARREN G.'S PA.

—Westerman in the Columbus *Ohio State Journal.*

HIS MISTAKE.

—Kuhn in the Indianapolis *News.*

UNWELCOME GUESTS.

"When the votes of the three 'wet' gubernatorial candidates are added together there is little consolation in the totals for the 'dry' people. Thompson was the Anti-Saloon League's choice, but he is not regarded as a Volsteadite and refused to state his position. He was the most available candidate for the Prohibitionists, and they backed him more as a matter of expediency than of principle.

"The successful Democratic candidate for Governor was also 'not placed' on the Volstead issue. Pomerene, the winning Democratic candidate for Senator, did not emphasize this issue either, but the 'drys' knew his record and he was the recipient of the well-known Anti-Saloon League curse, which in this case seems to have proved a blessing.

"If the 'drys' can get any comfort out of Ohio, they are welcome to it. The truth appears to be that it is a victory for the Harding-Daugherty machine, and not for Volsteadism. The Anti-Saloon League was smart enough to hitch their cart to that machine and thus avoid the appearance of an absolute defeat."

In the opinion of the East Liverpool (O.) *Review* (Rep.), however, the Ohio primary outcome can be interpreted both as a "dry" victory and as an endorsement of the Harding Administration. And we find the latter opinion shared by such well-known Republican journals as the Minneapolis *Tribune*, Washington *Post*, Philadelphia *Inquirer*, Kansas City *Journal* and Baltimore *American*. *The Post* credits the Democratic victories of Mr. Donaghey and Senator Pomerene to "the strength of personal followings and to special or local issues," and it sees in the Republican result a solid party front in the coming election. As further evidence to the Philadelphia *Bulletin* of the regularity of party action, no single Ohio Congressman was refused a renomination, and the Philadelphia *Inquirer* points out: "Because of the results of the primaries in other States, such as Indiana, Iowa, Pennsylvania and North Dakota, all eyes were focused on Ohio, and the outcome must be conceded as a remarkable personal triumph for President Harding." "Those who have watched the Ohio primary to form an estimate of the attitude of this State toward the Harding Administration have received their answer," asserts the Cleveland *Commercial*, and other Republican and independent Ohio papers which maintain that the Ohio primary result was first of all an endorsement of President Harding's Administration include the Marietta *Register-Leader*, the Columbus *Ohio State Journal*, the Canton *Repository*, the Lorain *Times-Herald*, the Cincinnati *Commercial Tribune*, the Toledo *Times*, and the Zanesville *Times-Recorder*. This attitude is thus explained by the Republican Kansas City *Journal:*

"The Ohio voters have signified their appreciation of the enactment of the budget law; of legislation to aid the farmer, such as the addition of $25,000,000 to the revolving fund of the farm loan board; of the enlargement of powers of the war finance corporation; of the reduction of the public debt of $425,000,000; and of the decrease in appropriations from estimates of $1,500,000,000.

"Ohio Republicans have recognized the tremendous value to the country of the reduction of the Federal tax burden by $835,000,000 for 1922. Accomplishments such as this in a time when high taxation constituted a threat to the stability of business enterprise can not be overcome by the idle attacks of the Administration's enemies.

"The voters have indorsed the Administration that made the Washington Armaments Conference possible, resulting in a marked reduction of naval armaments, a Treaty to promote the perpetuation of peace, and the pacification of troubled affairs in the Far East. They have approved the policy of remaining away from the Genoa Conference and the consequent entanglement that would have resulted from it."

"But how would Mr. Thompson have stood at the finish if the primary fight had been a straightaway battle between himself as the Harding candidate and any other of the eight remaining candidates running as an anti-Harding candidate?" asks the Dayton *News* (Dem.), ex-Governor Cox's paper. The eight losing candidates combined polled at least fifty per cent. more votes than Thompson did, notes the independent Springfield *Republican*. The Akron *Times* (Ind. Dem.), in fact, sees a Democratic gain as a result of the Ohio skirmish:

"In the State at large, the Republican gain was less than 30 per cent.; in scores of localities there was a decrease. The Democratic gain in the State at large was better than 100 per cent.; in many places it ran as high as 300 per cent. This in spite of the fact that the Republican contest involved nine gubernatorial contestants, while the Democratic numbered but three."

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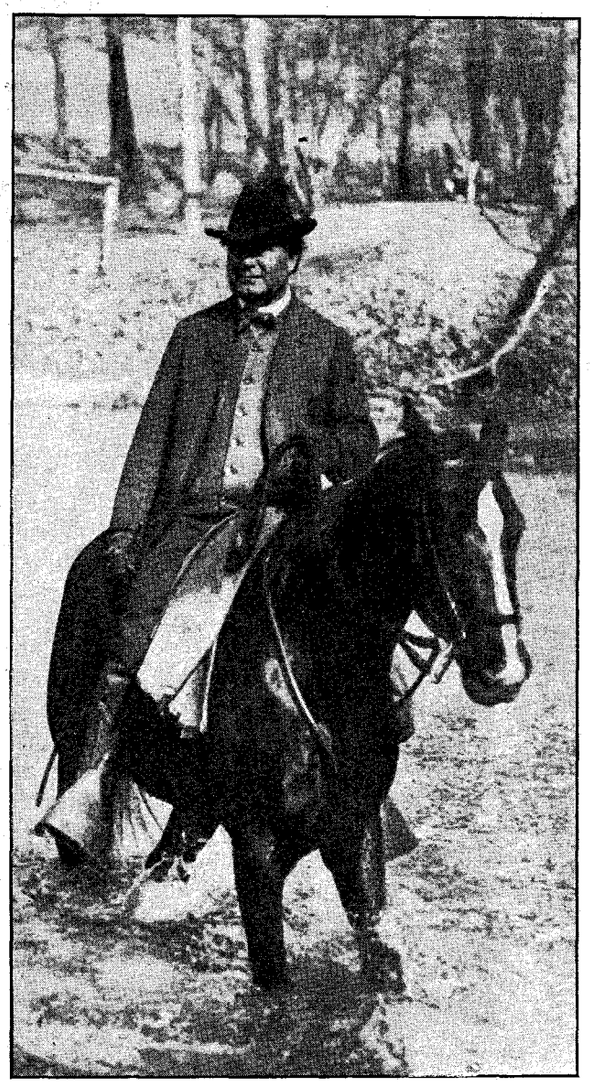
BORAH AND A THIRD PARTY

"THE DUTY TO REVOLT," a headline in a recent issue of *The Nation*, is not more belligerent than the text beneath it. "The old parties are but creatures of a worn-out and rotten economic system; there is no hope for them," we are told. Also, "One can not talk with any group of Americans, whatever their situation in life, without finding how disgusted with current politics they are and how happy they would be to break away from their past allegiance." Also, "there is no doubt in our minds that if Senator William E. Borah should rise in his seat in the Senate and announce that he had cut loose from the body of death which is the Republican party and would henceforth lead a new party, people would acclaim him as a Moses, even without waiting to read his platform."

To be sure, this is not the only effort to launch a third party. Within the past few months the New York *World* (Dem.) and the New York *Journal of Commerce* have argued that both the old parties are bankrupt and we need a new one. The *Labor World*, owned and published by the Labor Unions of Spokane, Wash., reminds us that the recent Farmer-Labor convention in Seattle voted to "place a third party in the field this year," and still another is described—vaguely, as the plan itself is still a bit vague—by Frederic J. Haskin, who writes from Washington to the Fort Wayne *News-Sentinel*. Says he,

"A new political party is promised for the 1924 campaign. It will be known as the Liberal party, according to the story that has reached Washington. It will present a national ticket and may put candidates into the field in various States.

"As yet the new movement lacks a leader and a financial angel, it is understood, and these may be regarded as rather serious deficiencies. It has proponents, but not protagonists. Its machine is in the building, but the lubricating oil and fuel are not in sight. Also it may be said that the prospectus does not set forth the big idea that is to vitalize the new movement."



A MAN ON HORSEBACK.

"People would acclaim him as a Moses" if he would arise and lead a new political party, says *The Nation*, but Senator Borah, here photographed at his favorite diversion, says nothing.

Thanks, possibly, to its having named a leader at the outset, *The Nation's* demand for a third party has called forth more recent comment than the other two projects combined, and it is not all of it unfavorable comment, either. Welcoming the idea, the Charleston (W. Va.) *Gazette* (Dem.) says:

"When your fellow citizens cheat and bribe at primaries and elections; when public bodies are influenced by secret power or selfish purposes; when you see candidates spending a king's ransom, yet they file affidavits that they spent only $4,125 to secure a State office; when men in Congress vote for tariff subsidies for themselves; when you see the slow but certain processes by which a shipping combine proposes to take over, for a poor song, ships that cost this Government billions, and Congress trying to give a bonus with every ship; when you see the richest country on earth with the largest stock of gold ever held by a people before—three billions more than it was when the war began—losing its prestige and trade abroad and taking no forward step to save the economic fabric at home, then you say in your heart that you do know why there is unrest and dissatisfaction.

"And, listen! Are you a good citizen if you fail to act as your heart prompts?

"That is making the movement for a new party among the Republicans. It is the inner conscience working upon the bias and prejudice of years."

More representative of the press in general, however, is such comment as that of the Kansas City *Times* (Ind.) which, after quoting the "enthusiasts," who ask why Borah should not lead a third party, says:

"One reason is 1912. Borah was a strong Roosevelt man. The third party movement that year looked promising—far more promising than it does to-day. Borah was expected to be one of its leaders. He considered the matter, and was considering it when the campaign ended.

"The Senator from Idaho is regarded as one of the most independent men in the Senate. But there is no Senator who appreciates more keenly the value of the Republican label in a northern State. It was worth everything to thousands of State and local candidates in 1920.

"Judging the future by the past, it is a good guess that Senator Borah will continue to wear the label he now has instead of trading it for one whose value is extremely uncertain."

Senator Borah "let himself in" for all this by a few remarks of his in the course of a recent speech in the Senate, it appears. As he is quoted in a Washington dispatch to the New York *World:*

"Is there any doubt that there is a political revolution on in this country? We may not feel it in all its effects here in Washington, but it has reached here. The people are resentful of the fact that the promises to lift the burden have not been kept. Business men are actually borrowing money to pay their taxes!"

And yet the Dayton *News* (Dem.) remarks that "men like Borah can render the best service to their party by staying within its folds and holding the mirror, as it were, up to nature." On the whole, *The Nation's* idea meets with discouragement, but in certain quarters it bears unexpected fruit. Says the Boston *Herald* (Rep.), for instance:

"The third party idea is sheer nonsense. 'Borah for President' has considerable merit."

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OURS AGAIN A LAND OF PLENTY

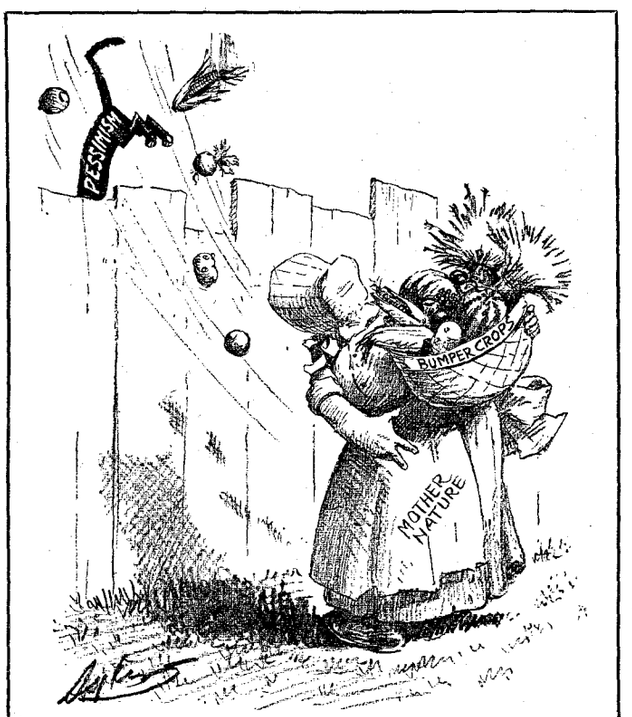
EVERYBODY'S POCKET NERVE responds instantly and most agreeably to the Agricultural Department's prediction of bumper crops, which, as Theodore H. Price tells the New York *Daily News Record*, will "add at present prices well over $1,000,000,000 to the farmers' purchasing power." As the Minneapolis *Journal* observes, "when the farmer prospers, all other forms of industry and business march to the same happy tune," and *The Wall Street Journal* remarks: "Out of the soil Nature has taken and handed to the American people the first fundamental for good business." Moreover, as the Washington *Herald* reminds us, bumper crops "mean cheaper and more abundant supplies of the essentials of living," and bright indeed is the picture *The Herald* sketches of "prosperity in the offing":

"There will be farmhouse mortgages burned. It will be a happy harvest moon—one of the old-fashioned sort with plenty of red corn ears and big pumpkins and fat steers at the county fairs. For the fourth time in the history of the United States there will be about three billion bushels of corn. Over a million tons of hay more than ever before has been produced in the United States is predicted. Only once since the Pilgrims sighted Plymouth Rock has a larger potato crop been grown. It looks assuredly like a winter of country dances and new automobiles."

Statistical, and therefore a bit dry, the Agricultural Department's forecast nevertheless presents figures that have almost a sensational effect when viewed in the mass. For example, the Albany *Evening Journal* tells us,

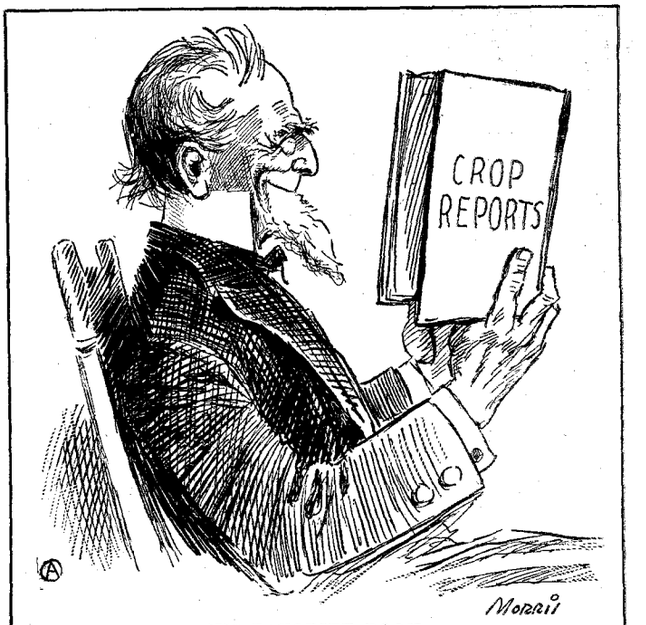
"Of oats, there will be upward of 1,200,000 bushels; barley, 192,000,000; rye, 79,000,000 or more; sweet potatoes, 112,000,000 bushels; buckwheat, 13,800,000; rice, 38,700,000; sugar-beets, 5,080,000 tons; apples, 202,000,000 bushels; peaches, 56,000,000 bushels; peanuts, 679,000,000 pounds; tobacco, 1,425,000,000 pounds. There is nothing within reasonable possibility that can now compel any considerable downward revision of the estimates. It is quite likely that in some cases at least, the actual harvest will exceed the estimate."

All this, thinks the Detroit *News*, is "particularly cheering in view of the fact that we have been told so frequently of late that



"SCAT!"

—Sykes in the Philadelphia *Evening Public Ledger*.



HIS FAVORITE BOOK.

—Morris for the George Matthew Adams Service.

we are fast becoming an industrial nation rather than an agricultural one." As the Michigan paper goes on to say:

"The ink on the 1920 census was hardly dry before it was pointed out to us by sociologists and economists and by some persons who were neither the one nor the other, that 51.9 per cent. of our population now dwelt in the cities, and what could we expect from this distressing situation? Nor was there any answer either to the assertion or to the question, for there were the facts in the U. S. census, and they could not be denied.

"And now come the bumper crops in corn and hay and potatoes and peaches and tobacco and what not. Our farms, to which we were urged to drive back our man-power, are yielding this year as abundantly as they have ever yielded before. Something has happened. Either those who stayed on the farms have worked harder or more effectively with improved machinery, or else those who left the farms were not greatly needed there. Let economists figure that out as they please. The fact remains that even with our alleged depopulated farms we have produced a bumper crop. That's a fact more solid than any census figure."

However, altho "seventeen of the leading crops will be worth well over $7,000,000,000, a sum large enough to spread prosperity thickly over the great farming belts and extend it to the commercial centers," prices will fall, predicts the Brooklyn *Eagle*. And this Democratic journal goes on to denounce the "stupidity" of the present Republican Congress, declaring:

"Congress is building a tariff wall which will practically cut off the foreign market for American foodstuffs, and the members of the agricultural bloc are voting or it. The maintenance of prices depends upon a foreign market for those goods which Americans can not consume, and we can not begin to consume the 3,000,000,000 bushels of corn and 805,000,000 bushels of wheat now coming to harvest.

"Under normal conditions this surplus would be a benefit to the world as well as to our own people. . . . But the goods from our markets are being kept out so that our grain can not be exchanged for them, the natural process which is the basis of all commercial prosperity.

"There is one possible benefit to the consumers of our cities from this high tariff wall. If the farmers can't sell their grain abroad they will have to compete against each other in the home market, and that ought to make prices cheaper here at home."

F. F. V., "colyumist" for the New York *Tribune*, remarks meanwhile,

"American farmers have announced the imminence of bumper crops. It has not yet been decided, tho, whether the continued high prices of foodstuffs will be due to the cost of transportation or the high wages paid the extra hands required for the harvest."

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TOPICS IN BRIEF

THE Irish race is marred by excess of jockeying.—*Washington Post.*

WHAT the coal industry needs is more picking and less choosing.—*Washington Post.*

MR. HAYS wants it understood that he will reform, not revamp, the movies.—*Cleveland Commercial*

EVEN when the will of the people is exprest, it is frequently carried through by slow freight.—*Washington Post.*

THE doctors say that people don't drink enough water. How'd it do to pass a law prohibiting the drinking of water?—*Roanoke Times.*

SOME foreigners are in New York learning what effect Prohibition has upon the nation. They are in the right church but in the wrong pew.—*Charleston (W. Va.) Gazette.*

OUR European associates who indignantly reject the formula of peace without victory now seem to be enjoying victory without peace.—*Coal Trade Journal (New York).*

IT has been discovered that the German five-pfennig piece is just as good in the slot at the subway station as a nickel. Something was needed to boost the value of German money.—*New York Sun.*

THERE will be a sneaking suspicion that this agitation in Congress regarding the sale of liquor on American boats is aimed primarily at having an investigating committee named.—*Manila Bulletin.*

MAYBE the British refusal to aid America in sweeping liquor smugglers from the seas was inspired by a fear that Englishmen wouldn't be able to tell a rum-runner from a United States Shipping Board craft.—*New York Tribune.*

"PADEREWSKI will abandon politics," says a news item. Not surprizing in a devotee of harmony. —*Washington Post.*

ZERO of enthusiasm is an inland prohibitionist supporting a wet merchant marine.—*Wall Street Journal.*

IT seems that European diplomacy is a poker game played with chips on the shoulder.—*Washington Post.*

"RUM Seized in the Bay," announced by New York papers, was probably not bay rum.—*Philadelphia Record.*

THEY are putting motorcycles instead of bicycles on special delivery stamps now, but the speed limit is the same. —*New York Herald.*

IF Grover Cleveland Bergdoll has become a citizen of Switzerland, he shows good judgment. The Swiss never declare war.—*Toledo Blade.*

SOME day some one is going to be sufficiently imprest by the proposals of these deeply indebted nations to take one of the plans home and try it on his own bank.—*New York Tribune.*

G. O. P.—Gone Over to the Progressives.—*Norfolk Virginian-Pilot.*

THE unrest of Russia still threatens the rest of Europe.—*Washington Post.*

WHAT we need is a system that can fuel all the people all the time.—*Columbia Record.*

FRANCE is evidently convinced that across the Rhine lies Germany.—*Washington Post.*

IF we treat Europe so badly, she may not invite us to her next war.—*Muskegon Chronicle.*

THUS far THE LITERARY DIGEST'S poll contains comfort for wets and discomfort for vets.—*Philadelphia Inquirer.*

LLOYD GEORGE complains of fatigue and poverty, and he is going to cure both by writing a book.—*Philadelphia Record.*

THE Anti-Saloon League apparently holds that if at first it doesn't succeed, it should dry, dry again.—*Washington Post.*

THE dictionary defines Prohibition as "the act of prohibiting." However, the definition was arrived at before we had Prohibition. —*Cleveland Commercial.*

PROHIBITION enforcement people can get a test case by seizing a liquor-selling Shipping Board vessel without committing an act of war upon the British flag.—*Wall Street Journal.*

THE LITERARY DIGEST states that for its poll on the Volstead Act and the Eighteenth Amendment it obtained many of its names from the telephone directories. This is scarcely fair to the "drys." Most of those chaps have already been driven to drink.—*Philadelphia Inquirer.*

To offset the impression made by THE LITERARY DIGEST'S poll on Prohibition the "dry" advocates should call attention to the stern and just hand of Providence that marooned 400 excursionists to Canada on a shoal in the St. Lawrence for twenty-four hours. —*New York Tribune.*

GERMAN marks have receded in value so rapidly that counterfeit money will soon be rated at par.—*Washington Star.*

IF all the rubles in Russia were placed end to end they wouldn't reach par. — *Jackson (Miss.) Clarion-Ledger.*

A REPUBLIC is that form of government in which every one knows just what should be done and nobody knows just how. — *Boston Herald.*

MISTAKEN enthusiasm is the kind shown by the clergyman who sits up all night over a sermon that will put his congregation to sleep the next day. — *Cleveland Commercial.*

HENRY FORD is still talking about his currency scheme. What we want, Mr. Ford, is a dollar which resembles your well-known flivver in that it will go a long way, but won't go very fast.—*Charleston News and Courier.*

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MAYBE AFTER A WHILE IT WILL GET NOISED ABOUT THAT IT IS NOT A GOOD HOTEL TO PATRONIZE.
—Darling in the New York *Tribune.*

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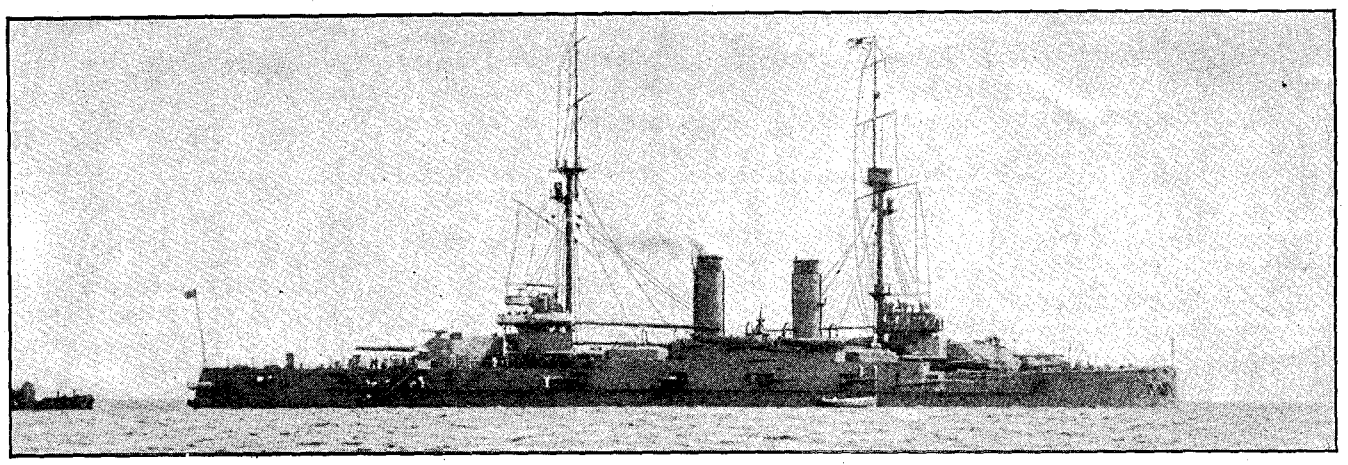
FOREIGN - COMMENT



Adachi photo.

BATTLE-SHIP CHERISHED BY THE JAPANESE.

One of the first Japanese victims of the Washington disarmament agreements is the battle-ship *Katori*. Sentimental opposition against scrapping the vessel is said to be growing because the Japanese venerate it as having borne the Crown Prince Hirohito on his voyage to Europe, when for the first time in Japan's history a royal personage left his native shore.

JAPANESE PRESS CRIES FOR MORE ARMS REDUCTION

JAPAN'S ARMY REDUCTION program provides for a decrease of 56,000 officers and men involving the elimination of 220 infantry companies, 29 cavalry companies, 88 artillery and 7 engineering companies, and this curtailment, say army and naval authorities, will cut down Japan's military expenditure by about 23,000,000 yen. [Normally a yen is about 50 cents.] But various Japanese newspapers advise us that the nation at large does not share the satisfaction of the military and naval authorities over this retrenchment, because a saving of at least 40,000,000 yen had been looked for. It is noted by the Tokyo *Asahi* that the program is claimed to represent the maximum reduction that can be effected without endangering the nation's safety, and also that the period of military service can not be shortened unless there is a greater diffusion of military knowledge among the Japanese people. To such contentions the *Asahi* replies:

"We are afraid that the military authorities, who plead the impossibility of greater reduction on the ground of national insecurity, betray a lack of clear perception of the general trend of the world's affairs. It must be obvious to every intelligent man that there is no possibility of a big war breaking out in the near future. Any country which provokes war must do so at the peril of its own existence. The contention of the military authorities that the shortening of the period of military service is impossible is not convincing. Even granting that the Japanese recruits are inferior to those in western countries in both intellect and physique, we feel sure that there is room enough for shortening the period. For instance, if the present system under which privates are put to various kinds of work having nothing to do with military training is abolished, a shorter period of military service will do for the purpose of military training in barracks. In any case, it is important that the military authorities should open their eyes more widely to the general trend of the world situation, and give a more willing ear to the popular demand. They must understand that the good feeling of the nation toward the military authorities is the first necessity of national defense."

More drastic is the tone of the Tokyo *Yomiuri*, which calls for radical reforms in both the Army and Navy. Also it relates that prior to his assumption of the premiership it was reported that Admiral Baron Kato reached a compromise with General Yamanashi, the War Minister, giving his pledge that the army-reduction program of the War Department would be accepted without question. Even if there be no foundation for this report, the *Yomiuri* ventures to assert, Admiral Kato is "not a sufficiently able man to interfere in the military business," and it proceeds:

"Indeed, under the present system it requires a statesman of rare ability to interfere effectively in the military business. In Japan, the Army and the Navy must meet in rivalry unless they can come to compromise in the matter of their programs. The Japanese Navy is bound by the Washington Agreement to effect reduction, while the Army, too, is compelled by the general trend of the world affairs to make some reduction. But the Army can not be expected to go beyond certain limits in the matter. This is the reason for dissatisfaction on the part of the nation with the navy- as well as the army-reduction program. Under the present political system of this country, the Army and the Navy maintain their position of rivalry, each reigning supreme in its sphere. At the same time, the Army and the Navy combined, make a separate group against the Government as a whole.

"The Government is powerless before the combined force of the Army and the Navy, while the legislature, which is representative of the nation, is unable to make its influence felt over the Government. Such being the case, there is no way to force the Army and the Navy to carry out a thorough-going reduction scheme against their own will. So long as the two services are concerned, the nation can not hope to force its wishes upon them. No amount of adverse criticism can make an impression upon the military and naval authorities, who can go their way with an unconcerned air."

So long as Japan's political system is "abnormal," the *Yomiuri* goes on to say, her national life "must make an abnormal development." The gigantic scheme of the Japanese Army which had "America and other countries as its potential enemies," compelled the Japanese Navy to frame its program on an equally huge scale, and we read:

"It is superfluous to say that the unlimited expansion of the Army and the Navy in this way would prove ruinous to the State. The national defense program which was drawn up by the military and naval authorities without previous reference to the nation makes it imperative that Japan should pursue a self-supporting policy. Influenced by this absurdly formulated national defense program, the national life suffers in all directions,

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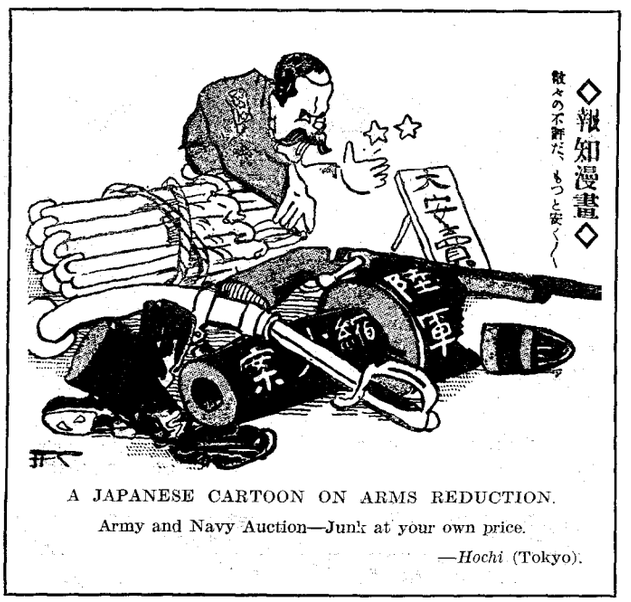
diplomatic, financial, economic, educational, industrial and cultural, as the present national conditions of this country clearly show. The insecurity of the national life and deterioration of popular ideas may be traced to this cause. As the Army and the Navy can not exist independently of the nation, it must be fully recognized that the present regrettable situation, if left to take its course, will affect the two services also, which will soon be permeated with a dangerous and uneasy atmosphere. A



A JAPANESE CARTOON ON ARMS REDUCTION.

Army and Navy Auction—Junk at your own price.

—*Hochi* (Tokyo).

radical reform of the two services is therefore necessary for the sake of the two services themselves."

The Tokyo *Jiji* tells us that the revised naval construction program, made in conformity with the naval limitation Treaty of the Washington Conference, shows that while some reduction is made in tonnage and number in regard to auxiliary craft, the construction of which was decided upon in accordance with the old eight-and-eight squadron scheme, but for which orders for construction had not yet been placed, some new vessels will be enlarged. This daily goes on to say:

"To be more exact while, as compared with the old program, there will be the reduction of 1 cruiser, 3 destroyers, and 24 submarines and a tonnage reduction of 13,395 tons, four big cruisers, which according to the original program, were to be of 8,000 tons each, will be made 10,000 each. Inasmuch as no restrictions are imposed by the naval limitation Treaty on the number and the total tonnage of subsidiary craft Japan is at liberty to push on the old program so far as the construction of these vessels is concerned, but desirous as it is to live up to the spirit of the Washington Treaty she has decided, as the result of mature consideration of the problem, to make the reduction referred to. This fact is an eloquent testimony of Japan's intention to carry out the naval reduction in all earnestness.

"The larger size of some cruisers may, however, give rise to adverse criticism in foreign quarters. A Sydney paper, it is already observable, indulged in some carping criticism early last month in this connection, suggesting that the Japanese program was to build cruisers which are even larger than the *Hawkins*, the biggest British cruiser newly built. The construction of a cruiser of 10,000 tons may be unprecedented, but the naval limitation Treaty gives permission for the construction of cruisers of this size. In other words, the Treaty presupposes that necessity for the construction of such cruisers will arise.

"Such being the case, no strong objection can reasonably be raised to the new Japanese naval program, providing for the building of such vessels, which has been determined in consideration of the requirements of the times and national defense. The Sydney journal was, moreover, on very weak ground when it compared the projected Japanese cruisers with the *Hawkins* to base its advance criticism thereon, for the difference between the two in tonnage is quite negligible, it being only 250 tons. We sincerely hope that foreign observers will be fully appreciative of the spirit which actuated the Japanese Government to reduce of its own accord the number and the tonnage of auxiliary craft."

CHINA'S MYSTERIOUS MAN OF POWER

THE GREATEST POLITICAL FACTOR in China to-day is an obscure figure who for seven years has lived the life of a pauper, and his strength in holding the balance of power in the tangled skein of Chinese politics is based on his loyalty to his friend Sun Yat-Sen, President of the Canton Government, and on the fact that he asks nothing from any one for himself. This is the portrait of Sung Hung-Yi, presented by the Shanghai *Weekly Review*, who, as leader of the Southern Parliamentary group tho living in Shanghai, is the magnet that draws politicians of all factions. Since Sun Yat-Sen and Tang Shao-Yi left for Canton to establish the Government there, we are told, Shanghai has been comparatively free from political machination, but the return of the old parliamentarians has brought a recurrence of all the scheming which during 1919 and the early part of 1920 made Shanghai the heart of the web of Chinese politics. We read further that the Peking parties have sent their representatives to Shanghai to organize their political power in the parliament scheduled to meet during August, but we are told that the stumbling-block is the Southern Parliamentary Group, which to date has withstood all temptation and firmly adhered to the principle that the Government of Sun Yat-Sen must be recognized. This Far East weekly goes on to say:

"The dominating leader of the Southern Parliamentary Group is a Chihli man, Sung Hung-Yi. For seven years he has lived the life of a pauper, in dingy houses on scant fare, constantly and consistently adhering to the principle that there can be no solution of the Chinese problem save on the basis of the restoration of constitutional processes. Now that such a restoration is imminent, when Sung Hung-Yi is offered wealth and the premiership and the possibility of again becoming the factor in Peking that he was during the first incumbency of Li Yuan-Hung, he sits back like a stone lion and will not budge from the position that the face of Sun Yat-Sen must be saved."

We read further that some question whether Sung Hung-Yi's obduracy is really of service to China, whose prime and imperative need is reunification. He has become the "greatest political factor to-day, because he holds the balance of power," yet this weekly believes he is preventing the consummation of

PREMIER KATO IN ACTION.

The former War Minister cuts down the Navy, and sees that the Army strength also is reduced.

—*Mainichi* (Tokyo).

a program of reunification as suggested by the present authorities in Peking, because he will not betray his friend and the leader of the political party of which he is a member. It is conceded that—

"Perhaps from the standpoint of the immediate political situation in China, Sung Hung-Yi's conduct is a nuisance. But from

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the view-point of morality it can not be doubted that his disinclination to treachery and his insistence upon a non-opportunistic solution of the problem is gratifying and indicates that the old Confucian morality which maintained this nation for 4,000 years through civil wars, dynastic changes, famines and floods and the onslaught of new civilizations, is not dead. There has been too much treachery in Chinese politics within the past few years. Filial piety has been forgotten; the relationship between teacher and pupil has been ignored; each man has sought his own elevation and not only disregarded the condition of his country but his responsibility to other men. Sung Hung-Yi possesses no army; he has no money; he holds no position. As a citizen of the country he expresses his opinion and immediately the politicians tremble. What then gives him this power? His power comes from the fact that at such a moment as this when he needs but name his price to obtain it, he continues to live in a small Chinese house at West Gate, an ink-stained cotton cloth covering his table, no luxury, no comforts—practically the life of a small clerk. And when the great men come to Shanghai to bribe, coerce, cajole or intimidate him into consenting to their program, they realize that the high official who does not fear poverty has no fear of them."

THE WAR ON RUSSIA'S FAMINE

SHOUTS OF VICTORY over the conquest of famine in Russia which are heard from various British and American sources are subjected to suspicion by comparison with statements in the Russian press. Also, we are told that the Soviet envoys to the Hague Conference have helped to build up a mirage of Russian prosperity, which inclines the general observer to overestimate the cheerful portion of the message that American and British relief workers bring back from the famine-stricken areas in which their organizations have been working. For a balanced view of the matter, Sir Benjamin Robertson, Chairman of the British United Russian Famine Relief Committee, is quoted by a correspondent of the London *Daily Telegraph* as saying that "the back of the great famine in the districts covered by the British organizations has been broken at last," and the catastrophe has been "reduced to manageable dimensions." It remains only to continue the feeding of the Russian people until the harvest has been gathered, according to Sir Benjamin, of whom we read in this London newspaper as follows:

"Speaking about the general situation in Russia as far as crops are concerned, Sir Benjamin said that a careful investigation of the available evidence from various sources has allowed him to arrive at the following conclusion: There will be spots in Russia (the southern end of the Ukraine, for example, and the inner Urals) where the famine will be very bad. These are the places where help was not given at all this year. But, on the whole, there will be just enough to carry the peasants over into next year. For if the area sown is much below normal, the harvest promises a splendid return, which may compensate for the loss of acreage. This on the condition that the peasants are not deprived of their stocks by Government requisitions. It is difficult, however, to see how the Soviet Government can get on without them, for the proletariat in the towns has undoubtedly a very difficult time before it.

"In any case (says Sir Benjamin) it is now for the Soviet Government to prove its competence to assist the people under its rule. The Bolsheviks have been telling us officially at The Hague and in other places about the splendid harvest they are confidently expecting. They have also spoken about the excellence of their administrative arrangements. It is for them to demonstrate their efficiency in sweeping away the remains of last year's catastrophe.

"The only work which Sir Benjamin considers has inevitably to be carried on is the maintenance of the orphans now on the hands of the British units in Russia. It would be against all decency and self-respect to abandon these poor children to death after having saved them from it only a few months ago. These poor children will have to be looked after for some time to come."

The Daily Telegraph's correspondent goes on to quote from a letter written by Litvinoff from The Hague to a Dutch charity organization, in which this Russian delegate says:

"I fully maintain the statements made by Sokolnikoff and myself at The Hague with regard to the prospects of next harvest in Russia . . . but however promising the harvest of this summer may be, its effect will only make itself felt a few months after the grain has been gathered and made available for food. A few months may therefore elapse before the starvation in many districts will cease, during which time foreign help will certainly be most needed. In addition to this the famine of last year affected a large population in the villages, which now lack live stock and agricultural implements. To a still larger extent, many townspeople will continue to suffer, and will require outside help."

RUSSIAN BALLET.

The optimist with casual glance
May think this is a harmless dance,
But if, perchance, he looks again
He sees a dance of death and pain.

—*Nebelspalter* (Zurich).

A Moscow correspondent of a New York daily wrote at the end of July that Russia was on the eve of a trade boom, the result of the good harvest, and he makes the incidental comment that "the ideas of the provincial Communists require readjustment, if only for the sake of protecting the peasants, who are every day bulking larger in the minds of the rulers of Russia." This informant further states:

"For instance, it has just been found necessary to issue a decree nullifying the more or less surreptitious dealings in grain futures carried on by certain unscrupulous business men and money lenders with the peasants of various provinces.

"Playing on the peasant's need of immediate credit before his crop is threshed, the speculators beat down the price of September wheat to as low as 1,250,000 rubles or 30 cents per pood (three-fifths of a bushel). This is entirely disproportionate to the present price, which is between 4,000,000 and 5,000,000 rubles, say $1.10 or $1.20. Accordingly, the deals were cancelled 'to prevent unfair exploitation.'

"The Nizhni Novgorod fair is expected to be a landmark in the history of post-revolution Russia, marking the definite emergency of the country from the darkness that followed the war and the revolution into the daylight of new prosperity. Long before the expiration of the two months which the fair is scheduled to last it will be known to a nickel how large a harvest has been produced. Already it is known that it will be good,

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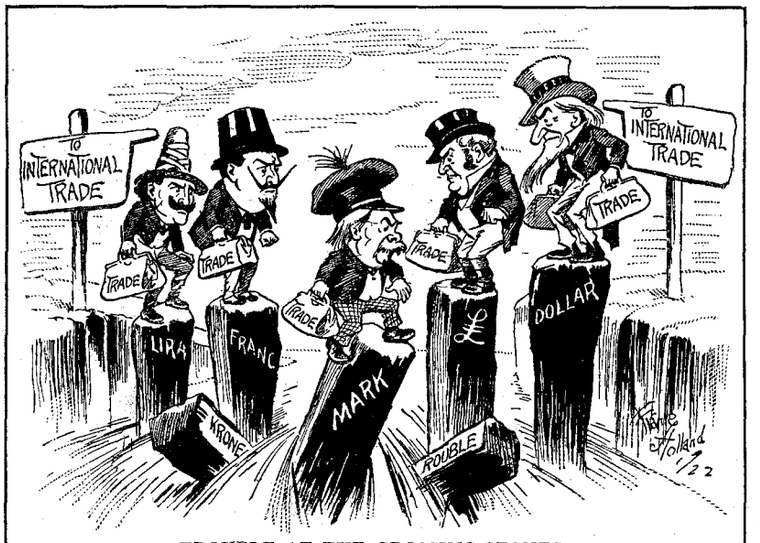
and I have received from an American Relief Administration investigator in southern Russia confirmation of the surprizing report that in some localities the field of wheat will attain the unheard-of figure of fifty bushels to the acre."

In sharp contrast to the foregoing roseate pictures we read in the Soviet organ *Krassnaia Gazeta* that "the failure of crops, the famine, the enormous death toll levied by starvation in the famine-stricken areas—all these disasters of the year 1921 naturally have affected the area under cultivation in 1922," and it adds:

"If that area in 1921 equaled twenty million dessiatines [a dessiatine equals 2.702 acres], that is to say, from fifty-five to sixty per cent. of the acreage cultivated before the war, it now hardly amounts to 15,000,000 dessiatines. It is true that, owing to the unexpected success of the crops, the yield of winter seeding will surpass, according to preliminary computations, the yield of last year by about 150,000,000 poods. [A pood equals 36.07 lbs.] Yet this probable improvement may be thwarted by unsatisfactory conditions in the grain-consuming provinces, which are expected to yield 158,000,000 poods as against 204,000,000 poods in 1921."



TROUBLE AT THE CROSSING-STONES.

It may be bad for Fritz, but it doesn't make it better for anybody else.

—*Reynold's Newspaper* (London).

The official newspaper *Isvestia* advises us that the famine "wrought terrible destruction on the agriculture of the drought-stricken areas" and it reports that in the province of Saratoff the acreage under cultivation in 1922 is "fifty per cent. below that of the year 1914." We read further that the production of horned cattle shows a loss of one-fourth of the stock raised in normal times. The situation in the province of Ufa is no better, according to *Isvestia*, which observes:

"At the present time about 11,000,000 famine sufferers are supported by different organizations. In the very near future this number of dependents will be increased. Altho a considerable percentage of the famine victims are taken care of, the relief work should not be discontinued, but on the contrary should be intensified until the next harvest."

This official newspaper also prints a copy of the resolution passed by the Central Soviet Relief Committee in Moscow, which reads as follows:

"1. In spite of all the heroic measures taken in order to cope with disaster, the area under crops does not reach in the famine-stricken provinces that of 1921 and is less than one-half of the acreage of 1913. Even in case of good crops certain groups of population will be in need of assistance. They will be unable to cultivate unless they are supplied with seed-grain.

"2. The ruin brought about by the famine is so extensive that for years to come agriculture will not be restored to its normal status unless the population is supplied with tools and with livestock.

"3. The above-mentioned conditions prompt part of the rural population to desert the villages to try to make a living in the cities. To help these people public works must be organized, factories and mills reopened, etc. . . .

"4. The famine increased to enormous proportions the number of parentless children, including orphans, child refugees, and children who can not locate their parents. Criminality among children progresses rapidly. Extensive appropriations will be needed to open schools and other institutions to take care of these children.

"5. The famine is also responsible for the fact that physically the population is disabled and therefore subject to different epidemics, which are liable to spread all over the drought-stricken provinces and penetrate into the rest of the country. . . .

"6. . . . It is essential that the famine-stricken provinces be supplied from abroad with the seeds for the winter sowing, with implements, cattle, etc. Also it is imperative that the population receive medicines, and that hospitals, nurseries, schools, and other institutions be organized."

In another Russian paper, *Poslednia Novosti*, Professor P. Miliukov says that by their false pictures of Russia's prosperity at The Hague, the Soviet envoys did not deceive the statesmen of Europe, but only made themselves responsible for the unfortunate turn that future relief work may take.

BRITISH FOREIGN TRADE REVIVAL

ENCOURAGING FIGURES showing a real improvement in Britain's overseas trade during the second quarter of the present year are furnished by the *Board of Trade Journal* (London), and some British editors believe that the news comes at a particularly interesting moment, when the question of reparations and their relationship to commerce and industry are under the scrutiny of experts throughout the world. Yet as the London *Daily Telegraph* points out in its summary of the analysis of British foreign trade provided by this London trade publication, the heavy fall in prices which began with the end of the brief post-war boom "vitiates any comparison of present and past conditions based on the current values declared in the returns." To ascertain with approximate accuracy how the existing volume of trade compares with that at earlier periods, says this daily, it is necessary to adopt a common basis of value, and it tells us that in the Board of Trade's tables the figures for the second quarter of each of the last three years, and for the corresponding period of 1913, are compared on the basis of the prices ruling in 1913. The striking results of this revaluation "indicate a considerable expansion in imports especially during recent months," and in proof of this the following figures are offered:

(*Thousands of £*)

	Imports		*Exports*	
April-June	*As declared*	*At 1913 prices*	*As declared*	*At 1913 prices*
1922.....	253,553	166,963	165,699	84,348
1921.....	264,059	137,784	141,108	49,822
1920.....	502,763	176,237	341,924	95,399
1913.....	182,467	182,467	129,751	129,751

In the first quarter of the present year, *The Daily Telegraph* goes on to say, imports had a volume nearly 80 per cent. of that of the first quarter of 1913. For the second quarter, the proportion was 91.5 per cent., a figure which compares with 75.5 per cent. a year ago, in the quarter of the great stoppage of coal production, and 96.6 per cent. in the second quarter of 1920. We read then:

"Thus, imports have been increasing, as represented by the

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values at 1913 prices, from the December quarter to the March quarter, and from the March quarter to the June quarter. The actual values of the trade as recorded in 1913 show a reduction, quarter by quarter, over the period, so that there is a double reason for regarding the evidence of the figures as demonstrating an increase of activity in the import trade.

"For exports of United Kingdom goods the results for the second quarter of this year are somewhat disappointing, showing 65 per cent. only of the volume of export trade in the June quarter of 1913, while in the March quarter the proportion was 67 per cent. This is to some extent the result of the fact that, in 1913, export trade was larger in the June quarter than in the March quarter, but to a greater extent due to some falling off in the volume of exports, among the causes of which the wages dispute in the engineering trade has a place.

"A comparison of the values of imports less re-exports in the four quarters at 1913 prices yields the following results:

	(*Thousands of £*)			
	1922	*1921*	*1920*	*1913*
"Food, drink, tobacco..	69,181	68,026	61,792	68,451
Raw materials.....	42,226	27,769	36,928	42,238
Manufactures.....	32,312	23,990	40,748	42,192"

From this comparison it is pointed out that the retained imports of raw materials, which were, in the second quarter of last year, less in volume by over a third than in the corresponding months of 1913, and were 44 per cent. less in the first quarter of 1922 than in the first quarter of 1913, were, in the June quarter, substantially equal in volume to the imported supplies of such materials in the second quarter of 1913. The increase between the March and June quarters amounts to about 25 per cent., and we are told that it supports the view that "a larger measure of industrial activity is in prospect." For the half year to June, the volume of the retained imports of raw materials is, owing to the deficit in the March quarter, still about 25 per cent. below that of the first half of 1913. For exports of British produce and manufacture, the corresponding figures are offered as follows:

	(*Thousands of £*)			
	1922	*1921*	*1920*	*1913*
"Food, drink, tobacco.	4,408	3,498	3,863	7,255
Raw materials.....	15,199	3,416	7,933	16,805
Manufactures.....	63,335	41,792	82,341	103,399

"The absence of coal exports a year ago and the resumption of activity in this branch of our trade, are shown very markedly in this comparison. In the first quarter of 1922 the corresponding figures showed raw materials at about 86 per cent. of the 1913 volume, and in the above comparison they are shown at rather over 90 per cent. The manufactured class shows some reduction from the March quarter's figures, the vehicle and machinery groups being those in which the deficit is most marked. In these two groups the comparison with the March quarter shows a falling off of about 50 and 40 per cent., respectively. 'With an improved labor situation this drag on our export trade may perhaps be less marked in the near future. With a volume of manufactured exports less than 62 per cent. of that attained in 1913, and about 77 per cent. of that reached in 1920, we are very far from a full restoration of normal pre-war conditions of trade. The expansion of fully 50 per cent. from the low level reached in the disastrous second quarter of last year, in spite of the engineering and shipbuilding wages disputes, may be regarded as not wholly unsatisfactory, even when the falling off as compared with the March quarter is borne in mind.'

WASTING HIS TIME.

Miss Empire Trade: "Really, I don't know what he can see in her!"

—*The Daily Express* (London).

"The export movements in leading trades are illustrated by the following figures, the comparisons again being on the basis of 1913 prices:

	(*Thousands of £*)			
	1922	*1921*	*1920*	*1913*
"Coal.....	9,576	484	4,068	12,815
Wool.....	1,796	888	814	1,079
Oils, fats, etc.....	1,582	921	853	756
Iron and steel.....	8,903	3,922	10,805	14,878
Machinery.....	3,397	6,227	5,450	8,977
Non-ferrous metals..	3,006	2,179	3,736	3,189
Cotton goods.....	19,734	10,075	25,095	31,798
Woolen goods.....	7,576	4,255	9,015	8,222
Apparel.....	2,333	1,176	3,306	4,473
Chemicals, drugs, etc.	2,898	1,630	3,550	5,412
Vehicles.....	2,935	3,499	4,721	5,621
Leather goods.....	846	714	1,288	1,301"

In connection with Britain's overseas trade the London *Economist* points out that "one of the heavy burdens which now hamper British shipping is the toll which it pays in taxation to foreign countries," and it adds:

"The whole question was raised in the House of Commons upon an amendment to the Finance Bill by the Hon. Alexander Shaw, in the following form: 'There shall be exempted from income tax the income of a non-resident alien or foreign corporation which consists exclusively in earnings derived from the operation of a ship or ships documented upon the laws of a foreign country which grants an equivalent exemption in respect of shipping registered in the United Kingdom.' The amendment was negatived after some discussion, but enough was said to show that more will be heard of the matter before next year's Finance Bill is introduced."

A PROMISING YOUNGSTER!

—*The Passing Show* (London).

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SCIENCE AND INVENTION

WHAT DO WE KNOW ABOUT VITAMINS?

WE ARE SURE THAT VITAMINS furnish something of importance to human diet. We do not know what a vitamin is, or how it works, or what it contributes to vital processes. This being the case, and until further research on these points gives us additional light, enthusiasts may convey wrong impressions and do injury by reaching conclusions and giving advice solely on the basis of laboratory experiments on animals. As a responsible authority phrases it, investigators who are careless in their statements about the practical significance of vitamins "may become unwilling accomplices in the perpetration of a gigantic fraud on the American public." The above would appear to be a fair summary of the conclusions of an editorial writer on "Vitamin Theories," in *The Journal of the American Medical Association* (Chicago), a large part of which we quote below. He says:

"The essential experimental facts about the functions of the best known vitamins have become sufficiently familiar to justify the belief that these newly recognized food factors furnish something of importance in a human diet. Holt recently summarized the service which the newer knowledge has rendered by pointing out how it has helped to place the whole subject of nutrition on a better scientific basis. The experimental has been substituted for the empiric method in determining the value of the different foods. Formerly we might know that certain foods were desirable and necessary; now we are often able to say why such is the case and to determine their precise value in nutrition.

"The study of vitamins has helped to make clearer why a variety of foods is so essential to well-being, and how danger may follow when diet becomes restricted from either necessity or caprice. Holt utters the warning that until they have been confirmed by adequate clinical experience there is some danger in relying too much on the results of laboratory observations on animals of a different species whose physiologic needs may be different from those of human beings. In a somewhat similar strain, Mitchell has asserted that in the total lack of quantitative data on the vitamin requirement of man, and in the general absence of malnutrition or disease among people in this country which can with any degree of probability be diagnosed as involving vitamin deficiencies, it seems premature to formulate recommendations for the balancing of diets with respect to vitamins. It is pointed out that the classic experiments are conducted in each instance on species peculiarly susceptible to the particular deficiency under investigation. However, this sort of criticism is a conventional one in medicine. While admitting the background of truth in it, we must recall that the clues furnished by animal experimentation have led to so many helpful avenues of information that it would be scientific folly to fail to heed them, even in our as yet inadequate understanding of the possible bearing of vitamins on human welfare. There is no necessary conflict between an open mind and conservatism in scientific judgment. Hence we are glad to reiterate the warning of Mitchell, when he writes:

"'At a time when popular periodicals are widely publishing irresponsible articles on vitamins, ignorantly or deliberately creating an entirely distorted popular conception of them, and when commercial concerns are widely advertising purely hypothetical advantages of vitamin preparations, it is particularly important that investigators in nutrition exert great care in the wording of statements as to the practical significance of vitamins in every-day life. Otherwise they may become unwilling accomplices in the perpetration of a gigantic fraud upon the American public.'"

With so much uncertainty still admitted, it might seem futile to discuss at this time the theories of the mode of action of vitamins. However, the writer concludes, the history of science attests that its development has more often been promoted rather than retarded by the leavening influence of hypotheses, and he proceeds as follows:

"Most investigators of the vitamins have looked on them as functioning somewhat as stimulants to certain physiologic mechanisms. Others have imagined the newly discovered factors to be essential components of some, at least, of the living tissues; thus they would be quite as indispensable as are other structural units of the body, such as calcium, phosphorus or iron. A further group of students has assumed the vitamins to be primarily catalytic in function, thus behaving like the well-known enzymes. Hess of Zurich has lately offered somewhat indirect evidence that the antineuritic vitamin contributes in some way to the production of oxidative enzymes in the body. On this hypothesis the avitaminosis [disease due to lack of vitamins] is an expression of poverty of the cells in the factors that facilitate tissue respiration. This is one of the many guesses which the future will need to evaluate in the physiology of vitamins."

THE HIGHEST WATERFALL

WHERE AND WHAT IS IT? There seems to be some doubt on the subject. As a matter of fact, the name has been vaguely applied to such different things as great volumes of water pouring over a cliff, clouds of spray falling from vast heights, and water skipping or sliding down a steep incline without really falling at all. A classification of falls is recommended by F. E. Matthes of the U. S. Geological Survey, writing from Washington to *Science* (New York). Mr. Matthes tells us that his physiographic studies in the Yosemite region of California, which he considers *par excellence* the land of waterfalls, have led him to collect data on falls in different parts of the world for purposes of comparison. His information, he says, is far from complete—as necessarily it must be in view of the scattered nature of the references to waterfalls in literature, and of our imperfect knowledge of the mountainous portions of several continents. He ventures, however, to offer a few facts and figures.

"The Kaieteur Falls of British Guiana, which are reported to be 804 feet high, are probably the highest of their particular class—the class of broad, voluminous cataracts to which the Niagara Falls, the Victoria Falls and several others belong. The Wooloomumbi, on a branch of Macleay River, Australia, is about 900 feet high, but its volume is so much smaller that it scarcely belongs in this class.

"The highest waterfalls in the world are of the slender 'bridal veil' type. Among them the Yosemite Falls appear to stand foremost. The entire chain of falls and cascades which the waters of Yosemite Creek make in their descent from the upland to the floor of the Yosemite Valley is 2,565 feet high. The individual measurements are: upper fall, 1,430 feet; intermediate cascade, 815 feet; lower fall, 320 feet.

"However, it may be questioned whether it is fair, in making comparison with other waterfalls, to consider the two Yosemite Falls and their connecting cascades as forming together a single unit. Those who would champion the claim to first place of some other noble waterfall—and there is no little pride, national, State, local, involved in this matter—might perhaps properly object to such procedure. For the cascades between the upper and lower Yosemite Falls, however beautiful they may be, consist only of small drops, chutes and rapids, and their descent of 815 feet is distributed over a horizontal distance of about 2,000 feet. There are elsewhere many other cascades of a similar kind that are not generally considered worthy of being classed as waterfalls.

"It is to be noted, however, that, even if the point be conceded and the cascades be ruled out, the upper Yosemite Fall, taken by itself, still remains far in the lead as the highest single, unbroken leap of water in the world. This leap measures 1,360 feet in height.

"There is, so far as I can ascertain, only one waterfall that

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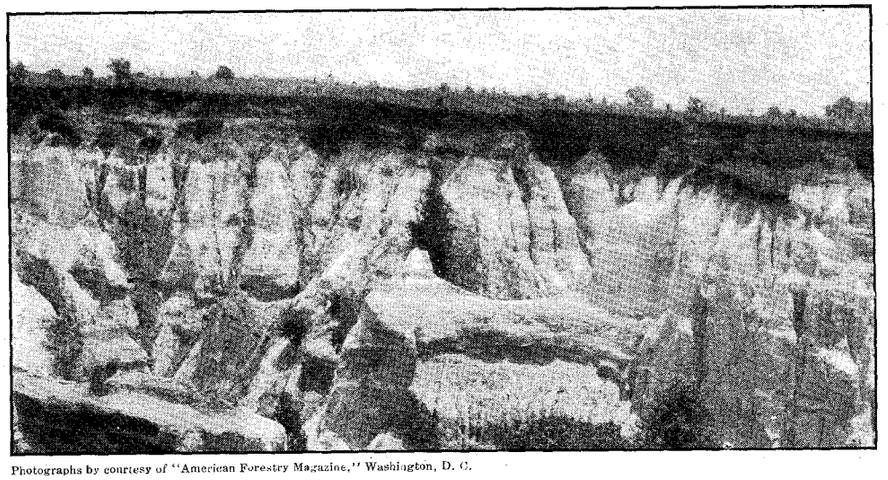
exceeds the upper Yosemite in height—the Sutherland Fall, in New Zealand. It measures 1,904 feet in height, but it is broken about midway by projecting ledges and makes no clear leap of more than 900 feet. The falls of Gavarnie, in the Pyrenees, are, according to some authorities, 1,385 feet high, but they consist of braided streamlets that slide down the seams of an irregularly sculptured cliff, and do not fall clear through any notable height.

"It seems to me that it would be a matter of no little satisfaction to American geographers—and, indeed, to all American citizens who take pride in the great natural features of their country—if the question of the highest waterfall could be definitely settled, and I, therefore, wish to express the hope that others who may have reliable data on this subject will consent to make them known. Personally, I should feel greatly indebted for any information they may be willing to supply."



Photographs by courtesy of "American Forestry Magazine," Washington, D. C.

FIFTY YEARS AGO A FERTILE COTTON-FIELD.

It took only that length of time for the erosion resulting from deforestation to make huge barren gullies of this once flourishing tract in Stewart County, South Georgia.

FARM LAND GOING TO SEA

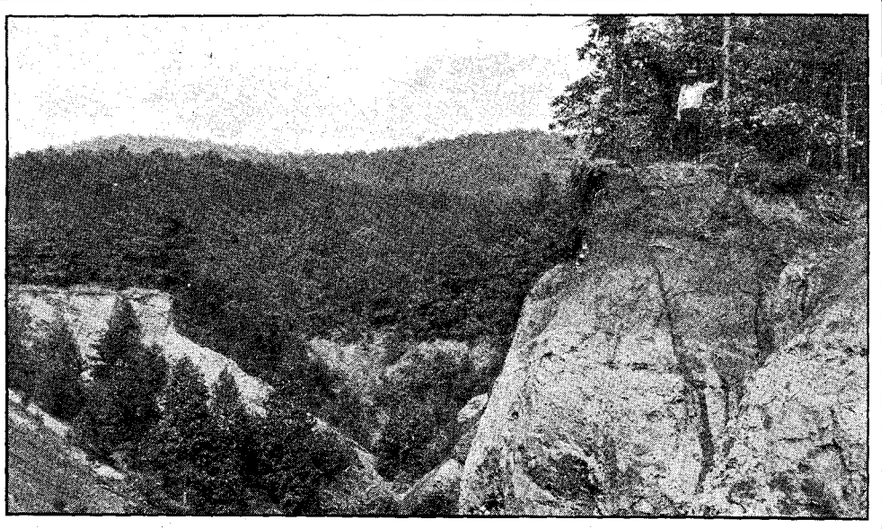
ONE HUNDRED AND THIRTY-FIVE carloads daily is the rate at which the Savannah River alone is carrying down the soil of Georgia into the ocean. The fair land of this State is going to sea much faster than it used to do, because the destruction of forests has given the heavy rainfall a better chance to do its mischievous work. One of the best ways to stop it is by reforestation, we are told by S. W. McCallie, State Geologist of Georgia, writing in *American Forestry* (Washington) on "Deforestation and Erosion." Destructive gullying, he says, varies greatly in different regions. The amount of surface run-off of rainfall depends chiefly on three conditions: the rate at which the rain falls, the porosity of the soil, and the slope of the surface. The maximum effect will take place when the rainfall is in hard showers on steep hill slopes with only moderately porous soils. In a long-continued, slowly falling rain the total amount may be large, but the run-off will be small or negligible. He goes on:

"Applying the principles above enumerated to Georgia, we find that surface erosion is most active in the northern part of the State. Here we find a heavy rainfall precipitated mostly in the form of hard showers, and steep hill slopes to accelerate the flow of water, thereby greatly augmenting its erosive effect. Illustrations of the erosive effect of rainfall are here seen in a most striking manner on every hand. Thousands of acres in this region within the last few years have been made worthless for agricultural purposes by the destructive agent of rain-wash, as a result of the removal of forests.

"Some idea of the destructive effect of rain-wash may be had by the study of the individual streams which drain that region. The Savannah River, for instance, is a good illustration. This river, together with its tributaries, drain much of the mountain area of that part of the State. The data which have been collected in the last twenty years by the State Geological Survey and the Federal Survey on the Savannah River show that at present it is carrying to the Atlantic Ocean annually more than 2,500,000 tons of suspended matter. This means, interpreted in carloads (fifty tons each) that the river is carrying to the sea more than 135 carloads of soil-wash daily.

"This enormous wash from the drainage basin of the Savannah River is now probably several times greater than it was originally before the lands were cleared for agricultural purposes.

"There appear to be only three practical methods open to man to retard the wash of the soil, namely, terracing, deep plowing, and the protection of the forests. The forests, including vegetation in general, is a great protector of soils from the erosive action of rain-wash. The vegetable matter accumulating upon the surface not only protects the soil from the beating action of the raindrops, but by retarding the run-off it causes much of the water to disappear underground, or permits it to evaporate from the surface.



VEGETATION CHECKING EROSION IN NORTH GEORGIA.

The process of erosion, which carved out this immense gully, is arrested by an advancing army of trees.

"While the most wide-spread land-wash of the State is to be seen in the mountainous section where the forests have been removed, it is not by any means confined to that section alone. We have remarkable instances of soil erosion in the Wilmot gulleys near Thomaston in middle Georgia, and in the noted gulleys near Lumpkin in the Coastal Plain. The huge gulleys here referred to attain a depth in places of sixty feet or more, and are seen traversing fields which less than fifty years ago were cultivated in cotton. The primary cause of these huge gulleys is the

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cutting away of the forests from the steep hill slopes which border the valleys of the small streams.

"It is interesting to study the life history of a gulley in the uplands of the Coastal Plain. They have their beginnings in small washes that make their appearance soon after the forests are removed from the hill slopes. From year to year the gulley increases its length and depth. The downward cutting continues until it approximates the base level of the valley below. Here the water ceases to deepen the gulley, but spends its energies in widening its lower end. At this stage of its life history vegetation in the form of old field pine, blackberries, etc., begin to grow in the lower reaches of the gulley. Erosion now ceases and a soil is formed.

"Here we have a life history of a gulley produced by the cutting away of the forest on the hillside and arrested by the same agency. A case of nature healing its own wound."

THE MENACE OF FLOATING OIL

"OIL UPON THE WATERS" may injure as well as soothe, it appears. A correspondent of the *The Manchester Guardian*, quoted in *The Nautical Gazette* (New York), asserts that the discharge of oil at sea constitutes a menace to shipping and the fishing industry, and he calls for international action against the nuisance. Petroleum oil, he says, is composed largely of a mixture of paraffins, which are very stable and not acted upon under ordinary circumstances by strong acids or alkalis, by prolonged contact with water and sunlight, or apparently, even by a few bacteria. We read further:

"The consequence is that oil thrown upon the sea is not destroyed by natural causes, as is the case with most refuse organic matter, but remains floating on the surface, entirely unaffected for an almost indefinite period and the steadily increasing accumulation is found, sooner or later, to have a very serious effect. It is for this reason that oil-wells devastate the country for miles around, covering everything with a film of foul-smelling oil and destroying all vegetation.

"The result on bird life is very marked, and countless numbers of sea birds are being killed through their plumage becoming coated with oil so that they are unable to fly. Harbors are becoming so foul that there is actually danger of the oil on the water igniting and setting fire to ships. Instances have been given of bathers being covered with a filthy mass of oil residue.

"The most serious aspect of the question is that of the effect on the fishing industry. Apart from the fact of the actual damage to fishermen's nets and the ruin of fishing areas near the shores, there is every possibility that the film of oil spreading far and wide on the surface of the sea will kill the spawn of fish with eventually disastrous results to the fishing industry and the food supply. The oil is certainly affecting the oyster-beds and a large number of fish are being killed round the coast through eating oil-invested vegetation.

"It is true that the British ministry is trying to pass the Oil in Navigable Waters Bill, which embodies the agreed opinions of the Board of Trade, the Ministry of Transport, various oil companies, the Chamber of Shipping and the Dock and Harbor Association and which provides for improved supervision and for greatly increased penalties for discharging oil from ships into British territorial waters. But what is really required is international action. The British Government has no jurisdiction outside the three-mile limit, so that there is nothing to prevent the reckless discharge of oil on the high seas, all of which remains drifting about indefinitely and increasing the menace."

UNBREAKABLE GLASS—The engineers of the Cavalir Glass Works recently exhibited, before a meeting of sugar experts in Prague, some remarkable specimens of unbreakable glass. Glass flasks were flung upon the floor from a height of 9 to 12 feet without being broken. The flasks were then subjected with great rapidity to great differences of temperature without cracking. Finally, even thin-walled flasks were used to drive nails into wood without suffering any damage. It would be interesting to compare this Czecho-Slovakian glass of which we learn from *Kosmos* (Stuttgart) with the bullet-proof glass recently patented in this country by Inspector Faurot of the New York Police force.

WASHING DOWN A BRAZILIAN MOUNTAIN

RIO DE JANEIRO is to have a new suburb, and to make room for it 7,000,000 cubic yards of dirt are to be catapulted into the sea. Modern science has once more made land where there was open sea; sliced off a rock-ribbed, rock-girdered hill that a city may have better ventilation and sanitation. Since 1567 the remains of the founder of Rio de Janeiro, Estacio de Sá, have rested on this hill, so that it is regarded by the devout as nothing short of vandalism. But despite the opposition of the church, a combined counsel of medical and housing experts has prevailed, and in less than eighteen months sixty-five blocks of good business property and a twenty-block public park will stretch along the new sea wall, built to keep this most recent suburb from slipping into the ocean. Says *The Times* (New York) in an article on the subject:

"Altho this addition to Rio de Janeiro is often called a suburb, it should be designated an annex, for it lies not far from the center of the city, and close to Vermelha Beach, where the exposition, to be opened this September, is now building. To continue the work on the new fill-in, begun in the early part of this year, big pumps, which carry off the dirt, will have to operate over the tops of some of the exposition buildings.

"For protection against fire, it has been proposed to make connections with the discharge lines at convenient points. According to engineers, any building could be flooded in ten minutes. In this way, the machinery which is throwing sea water against the dirt and rock on the hilltop, washing it down through flumes to the sea, will serve a double purpose.

"Years ago the work of removing this hill was started by native contractors who used mule-drawn carts to carry the dirt and stone to the sea wall. In estimating the cost of this work it was found that it would be something like 75 cents a cubic yard and would take eight years. With the high-powered pumps now installed it will not cost more than 25 cents a cubic yard, and will take less than two years.

"The material to be moved is 15 per cent. rock and 85 per cent. dirt. The rock will be removed by steam shovels, and the dirt by three pumps. One of these pumps will take care of four hydraulic giants, each with a three and a half inch stream at the nozle. Twelve of these giants will shoot the earth from the top of the fill to the fill-in. A sea wall, three miles long and about half a mile wide, has been constructed to receive the débris.

"Close to the new land being made along the waterfront will stand the permanent United States Embassy building now under construction by a New York firm."

The mountain now disappearing has an interesting history, we are told. The writer says of it:

"In the year 1555 a Frenchman arrived with a band of Huguenots in the Bay of Rio de Janeiro, and here in this landlocked bay the first Protestant service in the Americas was said to have been held by these wandering sailors. To expel these Frenchmen, the Portuguese Governor at Bahia sent his nephew, Estacio de Sá, to found a settlement on Guanabora Bay. In 1567 Sá was killed by the French. The little village he founded was then moved to the top of the hill where the Church São Sebastiao was begun in the year of Estacio de Sá's death. Here it has stood all through the years, and here has rested the remains of Estacio.

"Now the old church must come down to make room for the growing city. The district around it has degenerated until Morro de Castello is said to be inhabited by the poor, the shiftless and the vicious. The slums of Rio de Janeiro are usually on the hills, for the rich do not like to walk—in fact, will not walk in the heat and the sun—and therefore choose a home nearer the sea. So the hilltops, with their unsurpassed view of the harbor, are left to the poor.

"In 1889, after the fall of the monarchy, removal of the capital was considered to some other location on account of yellow fever. This disease has been cleared out of the country, and a satisfactory system of sanitation installed. That certain portions of the hill slums would not submit to the usual health regulations has been a sore point. Sojourners on Morro de Castello have been a law unto themselves in a measure, and it is only when modern science is taking their hill from them that these feudal dwellers are at last being forced to 'pitch their tents' where they will not be a menace to the city's health."

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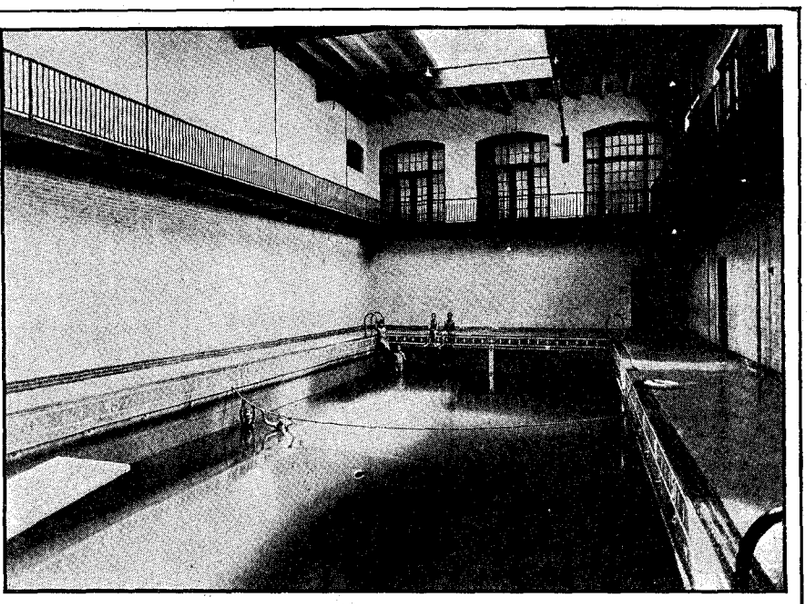
SCHOOLS AS HEALTH PROMOTERS

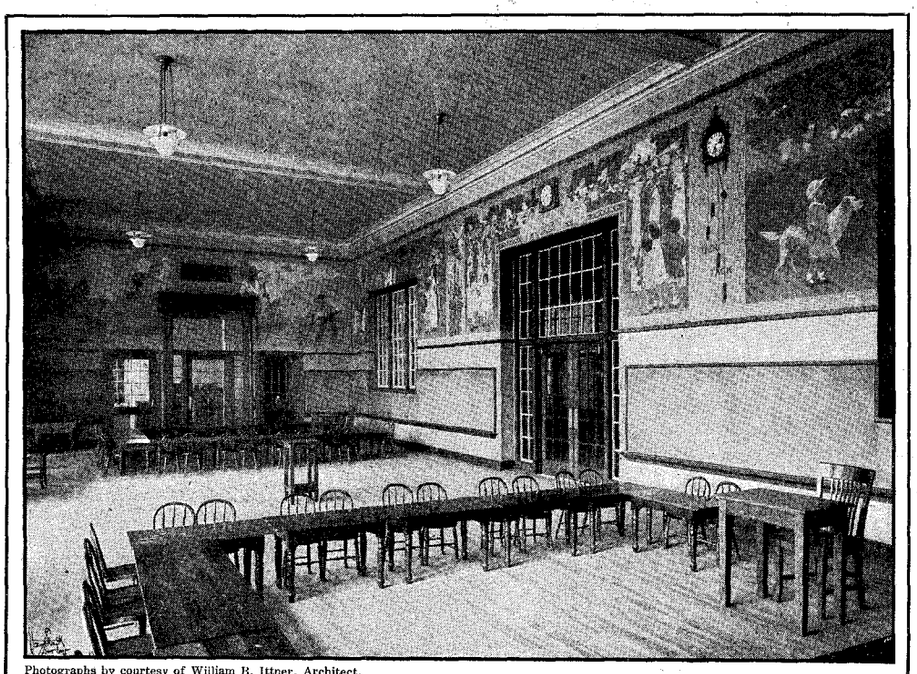
HOW THE MODERN SCHOOL MINISTERS to the bodily well-being of its students as well as their mental training is described in *The Nation's Health* (Chicago), by William B. Ittner, a St. Louis architect, the designer of model school buildings in that city and many others. Not so long ago, Mr. Ittner notes, gymnasiums and extensive playgrounds for elementary schools were considered extravagant, out of place. Swimming-pools and showers in any kind of school would have staggered taxpayers. Now gymnasiums and showers are becoming as common as classrooms. Even elementary schools are installing swimming-pools; and any community building without full playground accommodations is a back number. These, with the school auditorium, nature study, science laboratories and gardens afford excellent means for the accumulation and dissemination of health facts. We read further:



A SCHOOL SWIMMING-POOL.

Pools are recommended only when their proper installation and sanitary upkeep are assured.

"It is only necessary to enumerate a few of the actual health activities of the public schools to convince even the ultra-conservative that the school people, administrators, teachers, and parents are launching a vigorous offensive against the cause of physical deterioration as well as carrying on aggressive measures to safeguard and promote the health of all children. Special studies are being made of the best lighting, heating, ventilation, sanitation, and safety of schools. Wholesome, sanitary, sunny and cheerful environments are being demanded for work, study, and play-quarters. School-operating schedules are being devised so that pupils may move about occasionally. The movable type of equipment which has freed children from the rigid atmosphere of the old-time school-room and encouraged free movement is another step toward better health. The attempt to make school life more like real living has resulted in a variety of activities, a variety of interests, consequently, a balanced life. The daily playground and gymnasium activities as part of curricula activities, together with the various recreational attractions offered by the school, almost continuously aid immeasurably in raising the health standard. The periodic physical examinations, the special examinations, and the corrective measures developed to aid individuals to overcome physical deficiencies all tend to give to every child a full and natural development and indicate, beyond a doubt that children to-day may go to school to get well. The preventive measures taken for checking the spread of contagion and exterminating the sources of health dangers are not only safeguards to the school, but to the entire community.



Photographs by courtesy of William B. Ittner, Architect.

KINDERGARTEN ROOM IN A ST. LOUIS SCHOOL.

"All of these activities and innumerable other related ones indicate at once that there has come a change in the fundamental considerations in education. Health has become an educational objective.

"The more immediate causes for the change in fundamentals and vital considerations of our public education are easily detected. Social and industrial changes have forced changes in educational thought and practise. Scientific experiments, educational surveys and research have developed a more scientific attitude toward educational procedure. We know that children can not learn unless they are in a proper condition to learn. We know now that physical, mental and moral health is a fundamental in the learning process. By far the most pronounced cause in educational awakening has been the shock of the World War's revelations. The painful statistics regarding the physical defects of our drafted men constituted the most effective weapon in compelling the attention of the entire nation to preventive and remedial measures in early life.

"Every school environment should be a model for health. No specific part of the school plant is more inviting, more stimulating to the youth of all ages, than large and well-equipped outdoor play-quarters.

Two acres at least are required for physical education, such as ball-games and the free and competitive exercises.

"Health activities within the building usually include

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gymnasium exercises, physical examinations, medical inspection, and instruction in personal and community hygiene. The scope of these activities varies all the way from the schools where practically all the work is developed by one physical director to the large complete schools where many specialists, such as physical examiners, nurses, gymnasium, swimming, and athletic instructors are employed, and the physical activities diversified so that the varying needs of differentiated groups may be met.

"Aside from the general school environment, and the physical education group, the workshops and laboratories may also be considered health-promotion facilities.

"The indoor and outdoor physical education activities together with the supplementary health work of shops, laboratories, and class rooms may be unified and crystallized in the school auditorium. The movies, health demonstrations, and special visits from the city health corps and others constitute an impetus to the actual physical education work in the school which is scarcely possible in other ways. The auditorium furnishing space for student congregation, is the natural center in the school for the various discussions on personal and community hygiene, for the organization of health-promoting student-bodies, and for distribution of all health literature."

A MEXICAN POMPEII

DISCOVERY OF AN ARCHAIC PYRAMID, buried thousands of years ago beneath tons of volcanic ash, in the San Cuicuilco hill near Mexico City, as reported from San Fernando, Mex., to Science Service's *Science News Bulletin* (Washington), pushes human history in America back many centuries, and indicates that the early populations of this land began the mastery of the material universe about them probably quite as soon as did the primitive peoples surrounding the Mediterranean sea. This is the conclusion of Dr. Byron Cummings, director of the Arizona State Museum, who has charge of the excavations now being made by the Mexican Government. Says the *Bulletin:*

"This ancient structure, found by Dr. Cummings in collaboration with Dr. Manuel Gamio, Director of Anthropology and Archeology of Mexico, is composed of chunks of unhewn volcanic rock and rises in four terraces with inclined walls from a base approximately 400 feet in diameter to a height of about 100 feet, but it has not yet been uncovered sufficiently to determine the measurements more exactly.

"'As in old Pompeii the mighty forces of nature covered and sealed the handiwork of man that it might speak to future generations,' says Dr. Cummings, 'so here in the southern end of the valley of Mexico, lava from the ancient Ajusco volcano has preserved a chapter of human history, altho more primitive, yet not less interesting than the worn pavements and marble peristyles of the ancient city of the Italian coast.

" 'Cuicuilco is an illustration of one of the first pyramids reared by the ancestors of those tribes who adorned Mexico not only with mighty pyramids, but also with richly decorated temples and palaces before the first century of our era. This crude pyramid, unembellished and unadorned, yet massive and solid, stands a mute evidence that the native American developed his masterful architecture here on American soil.

"'The excavations show that this massive structure had been covered with volcanic mud and ashes so long before its final burial by the lava from the Ajusco cone that at that time abundant vegetation was growing on it.

"'When we consider,' Dr. Cummings explains, 'that this pyramid must have been built before some great eruption in the vicinity sent forth its deluging shower of ashes, mud and pumice, and that this calamity occurred long before the flow from Ajusco which careful calculation places between two and three thousand years ago; and that no polished stone implements are found, that the stone implements are grinding and polishing stones, flaked knives, borers and scrapers; that the pottery even near the surface is crude and archaic; that the entire structure contains no hewn stone and no cement or plaster in any form, we realize that architecture had its beginning in Mexico long before the Christian era.

"'How long were the people of Cuicuilco in developing the ability to rear this massive pyramid?' he asks. 'Through how many centuries had this American branch of the human family struggled before they gained sufficient mastery of material things and sufficient social and political cooperation and organization to produce such results? How many centuries elapsed between the building of Cuicuilco and the ornate pyramid of Quetzalcoatl at Teotihucan which Dr. Gamio estimates was built before the first century, A.D.?'

"'Human progress,' he points out, 'has always been slow; and early American progress was no exception to the natural course of events. This pyramid, then, opens up a chapter of human progress on this side of the Atlantic of which men have dreamed, but which has never been recorded in authentic annals.'"

FOES OF THE TRUCK

THAT PRIVATE UTILITIES are now openly hostile to truck transportation and hence to highway development, at least in certain States of the Union, is charged editorially by *Municipal and County Engineering* (Indianapolis). Where there are many electric interurban lines that carry both passengers and freight, the development of highway transportation apparently has cut down the freight business of these lines, or at least promises to do so. Naturally, they will not lose business if they can help it, and the writer believes no fault can be found with their efforts toward self-preservation so long as they act fairly with the public, but when they frankly appeal to ignorance and blind prejudice in their efforts to discredit highway transportation, they are deserving of severe censure. He illustrates:

"Many interurban cars bear large printed placards reading as follows: 'Problem in Economics: Ship by Union Traction and save the highways. If a heavy truck earns fifty cents per mile and damages the highway to the extent of one dollar per mile, and the shipper of freight loses nothing, and the truck owner keeps the fifty cents, and the taxpayer pays the one dollar, where does the taxpayer get off?'

"There are, of course, many fallacies in this hypothetical question. The damage of heavy trucks to highways is very much less than the value assumed in the question. For example, there are some gravel and stone roads leading into Indianapolis that carry at least 100 trucks a day for 300 days in the year. At the rate of damage assumed in the question these roads would be damaged annually at the rate of $30,000 per mile, but the fact is that these roads are maintained in good condition for less than $1,000 per mile per year. Quite a difference between biased assumptions and the facts in the case!

"Other fallacies in the statement lie in the assumption that only the shipper and truck owner benefit by highway transportation; nothing is said of the ultimate consumer who, in the aggregate, makes up the general public. Also, the fact that the shipper, the truck-owner and the ultimate consumer are themselves taxpayers is ignored.

"However, it is not so much with the fallacies as with the plain intent of the question that we are concerned in this discussion. The plain intent is to discredit highway transportation, in the interest of interurban transportation, by making appeals to prejudice by means of false statements. If road construction can be checked, the development of highway transportation can be checked, and that is the object, or will become the object, of forms of transportation that compete with the highways for business, whenever the competition of the highways begins to 'hurt.'

"The truth about highway transportation must be kept before the public or the public will quickly accept as true the false statements issued to injure highway development."

A RIVAL OF QUININE—The announcement is made that a plant has been discovered in India which is an effective remedy for malaria and black-water fever. Its Latin name is *Vitex peduncularis*, and it is found in the provinces of Bengal and Bihar. It is administered to the patient in the form of a tea or infusion, having a strength of 2 to 3 per cent., made from the leaves of the plant. *Kosmos* (Stuttgart) states that a short time after the patient has swallowed this aqueous solution of Vitex, his blood is found to be entirely free of malaria germs. This new drug has an advantage over quinine in that it has no bitter taste.

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RADIO · DEPARTMENT

RADIO FOR THE BLIND

AN ARTICLE in *The Wireless Age* (New York) by Ward Seeley tells what is being done to bring the benefits of radio to the more than fifty thousand blind persons in the United States. We read:

"The major difficulty of furnishing radio for the blind is the cost. The majority of the blind are impecunious, and the institutions in which some of them work or live likewise are struggling. Nevertheless, many sightless men and women today are living as they never lived before the radiotelephone became a reality.

"Charles Burrows, a Civil War veteran and a leader in the fast-disappearing G.A.R., has a receiving set, and recently, when William Wade Henshaw sang at WJZ, wrote the following letter:

"'As one of the vast audience which listened to the 'Impresario' last evening, I gladly accept your invitation to let you know something of my impressions.

"'I could hear everything distinctly and with so great a pleasure that I was frequently tempted to join the applause, forgetting for the moment that I was more than eight miles distant. It needed only the sight of the artists to complete one's enjoyment. That enjoyment I can not have by reason of blindness, but thanks to the radio apparatus I have had the pleasure of hearing many things, and none more delightful than your rendering of the "Impresario," for which I thank you, and ask you to convey my thanks to each member of your company.'

By courtesy of "The Wireless Age," New York.

"IT NEEDED ONLY THE SIGHT OF THE ARTIST TO COMPLETE ONE'S ENJOYMENT,"

Said Charles Burrows, a blind Civil War veteran here seen at his receiving set. Radio, which many institutions for the blind now use, has been called "the all-seeing, omnipresent eye of the blind."

"Another blind person, Miss Leila Holterhoff, of New York City, who has pursued her education to the point of taking a medical degree, and who is prominent in welfare work, stated to *The Wireless Age:* 'I believe that the radiophone will be the greatest single force in history in ameliorating the condition of the blind.'

"Not only are individuals profiting from radio through the ownership of sets, but institutions likewise are making use of broadcasting. So far, comparatively few have been able to secure receiving sets, as $250, the cost of an average set complete with a loud speaker, is a great deal of money to an organization that is continually begging in order to pay its running expenses.

"Probably the first organization for the blind, at least in New York City, to make systematic use of radio was the N. Y. Guild for the Jewish Blind, which in September secured a modest crystal set and a single tube set, and conducted code classes for blind boys, who learned to copy commercial messages, including the various wireless press services. This was the most popular course of the institution, and is to be much expanded, using the Newark, Schenectady and New York broadcasting services as a basis, as soon as a donor can be found to contribute a loud speaker.

"The other homes and workshops for the blind in New York City likewise intend to install apparatus. Most of them have secured promises of sets from various sources. In the meantime several blind boys have built their own crystal sets, which are operating entirely satisfactorily.

"The same situation exists in the other large cities. The Maryland Institute for the Blind, in Baltimore, already has a set, and daily concerts from it are part of the curriculum. The paid readers in the Industrial Home in Chicago and at Jacksonville, Ill., are to be replaced by receiving equipment. From all parts of the country the sightless eyes of the blind are being turned hopefully to radio.

"'Undoubtedly the greatest blessing to humanity occurring in this era is the use of radio equipment by blind persons,' says Charles E. Comstock, of the Illinois State Department of Public Welfare.

"Radio has become the all-seeing omnipresent eye of the blind."

THE NEW LANGMUIR POWER TUBES—"New applications of radio," says the New York *Evening World*, "are heard of daily, but the newest radio invention of consequence remains the 20-kilowatt tubes, the most powerful known, which their inventor, Dr. Irving Langmuir, Assistant Director of the General Electric Research Laboratory, recently showed to Senator Guglielmo Marconi on his visit to Schenectady. When Senator Marconi sailed on his yacht, *Elettra*, for England, he had one of the tubes, as a gift, installed in his radio room on the yacht, along with another gift, the latest radio-receiving apparatus." Some interesting information concerning the more powerful tubes now in use here and in Europe is contained in this *Evening World* article. Senator Marconi thinks the tubes of the Langmuir type will eventually take the place of the Alexanderson alternators now in use, as they are both more simple and more economical. We read:

"As is well known, radio transmission in Europe is largely by use of a 4-kilowatt tube, altho Bordeaux uses the arc method, and other stations use the more effective Alexanderson alternators controlled by the Radio Corporation of America.

"The Alexanderson alternators are powerful, one of them generating a 200-kilowatt current; two of them synchronized, 400 kilowatts, as was recently demonstrated in tests for Senator Marconi at the Rocky Point, L. I., transmission station of the Radio Corporation of America.

"The tubes, which Senator Marconi prophesied are to take the place of the alternators, have their advantages in simplicity and economy. Ten 20-kilowatt tubes hitched together will take the place of one of the alternators, and if one tube becomes defective, or if all of them are destroyed, it is a simple operation to replace them. The impairment of one of the great alternators might mean the shutting down of a transmission station, equipped with only one alternator, for weeks.

"Senator Marconi declared that a 75-kilowatt tube had been produced in England, but that it had not been found practicable. The Langmuir tube is easily the most powerful in the world, and Dr. Langmuir hopes to build others of greater kilowattage."

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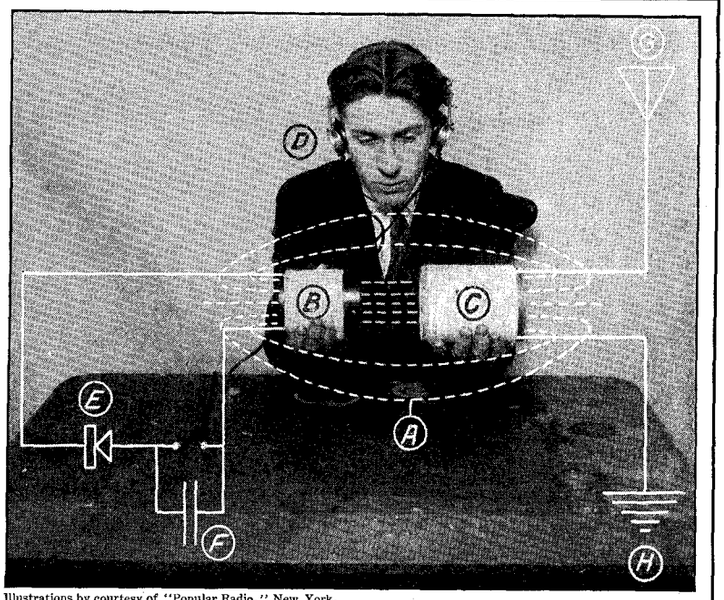


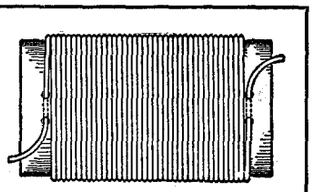
Illustrations by courtesy of "Popular Radio," New York.

MAGNETIC ENERGY CIRCULATING AROUND THE RECEIVING COILS.

As the lines of force would look if visible: (A) the lines of force generated by the primary coil (C) which induce currents in the secondary coil (B). (D) the head telephones; (E) the crystal detector; (F) the fixt telephone condenser; (G) the antenna; and (H) the ground connection.

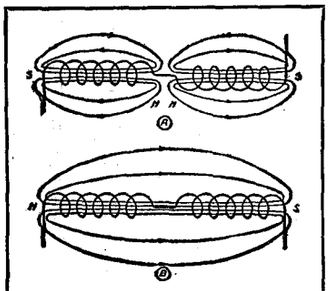
HOW RADIO CIRCUITS ARE COUPLED AND TUNED

THE NOVICE who has purchased a receiving apparatus of which the tuning device is a loose coupler, is sometimes puzzled by the observed fact that there is no wired connection between the primary and secondary coils of this instrument. And even the more experienced operator, if he chances not to have an elementary knowledge of electricity, may not clearly understand how the energy of the message-bearing current in the antenna circuit is transferred to the secondary circuit, as it must be in order to influence the detector and telephones. The matter is very clearly explained in an article in *Popular Radio* (New York) by the technical editor of that periodical, Laurence M. Cockaday, who presents also graphic diagrams that are highly informative. Every user of a radio-receiving apparatus who has not a perfectly clear notion as to just what he is doing when he "tunes" his instrument may advantageously read Mr. Cockaday's interpretation, as here quoted:



TYPE OF COIL WHICH IS USED TO TRANSFER CURRENTS FROM ONE RADIO CURRENT TO ANOTHER.

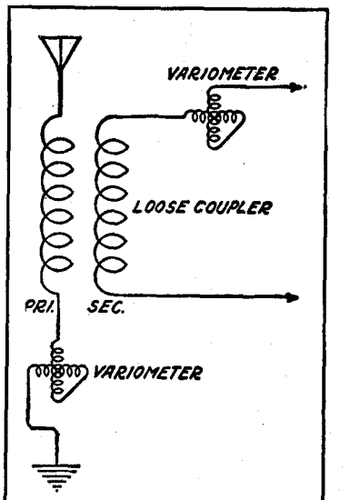
"Radio currents of high frequency are usually generated in some form of closed circuit, which is tuned by varying either the inductance or the capacity in the circuit or both. These currents must, however, be supplied to the antenna circuit, in some way or other, before they can be used for the propagation of Hertzian or radio waves through space, thus making possible radiotelegraphy and telephony.



(A) TWO COILS CONNECTED IN SERIES WITH THE WINDINGS OPPOSING; THESE COILS RESPOND TO LOW WAVE-LENGTHS. (B) THE COILS WITH THE WINDINGS ADDITIVE, THIS IS CALLED A VARIOMETER.

"The device used for this purpose is called a 'transformer.' When it is used for transmitting, it is usually called an 'oscillation transformer,' and when used in a receiving set, it is known as a 'loose coupler' or 'variocoupler.'

"In the transformers used for coupling radio circuits, the windings are wound on insulating tubes. If we take two such coils, one for the primary and one for the secondary and place them end to end and cause a radio current to flow through the primary coil, the magnetic field that is surrounding the primary coil will envelop the secondary coil, passing through it and causing a current to flow through the secondary coil.



A LOOSE COUPLER WITH VARIOMETERS CONNECTED IN SERIES WITH THE PRIMARY AND SECONDARY COILS TO ACCOMPLISH TUNING.

"If, however, we should place the secondary coil at right angles to the primary coil there will be little or no current induced in the secondary coil, as the magnetic flux does not flow in the proper direction through it. In most radio sets the secondary winding rotates, and by rotating the knob on the set which is attached to this coil, the coupling is varied. The reader will now understand what he is doing when he varies the coupling on his set.

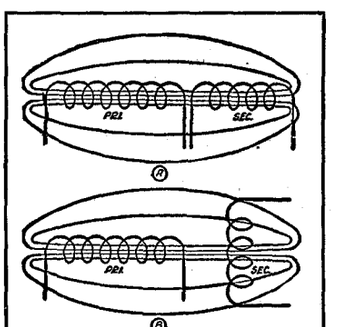
"In some sets the secondary coil slides in and out of the primary coil, and the coupling is varied in this way. When the secondary coil is in a position that allows all of the magnetic flux to flow through it, the two circuits thus coupled are said to be 'closely coupled,' and when the secondary coil is placed in a position that allows little or no magnetic flux to flow through it, they are 'loosely coupled.' When a transmitting or a receiving set is coupled loosely to the antenna circuit, it sends out a sharper wave or receives with much sharper tuning than a set that is closely coupled.

"A variometer, which consists of two coils connected in series, is often used for tuning a circuit. One coil is stationary and is called the 'stator'; the other coil rotates inside it and is called the 'rotor.' In using this device to tune a circuit, when the coils are rotated so that the electromagnetic fields of the two coils are opposing, the two fields acting against each other do not allow any electromagnetic energy to be stored up, or in other words their mutual induction is theoretically zero.

"A coil of this type set in this position would respond to very low wave-lengths. If the rotor be turned so that its field be additive with the stator, the two fields will act with each other to store up electromagnetic energy, and the mutual induction will be at a maximum. In this position the variometer will respond to a high wave-length.

"By slowly rotating the rotor from the first position to the last-mentioned position, the variometer can be used for tuning and will pass through the various wave-lengths that it is designed to listen in on.

"Thus we see how the coil is used in radio circuits, and that it serves the double purpose of tuning the circuits while at the same time it couples them together, or transfers the electricity from one circuit to the other."



(A) TWO COILS PLACED IN INDUCTIVE RELATIONS TO EACH OTHER; LARGE CURRENTS ARE INDUCED IN THE SECONDARY FROM THE PRIMARY. (B) COIL IN NON-CONDUCTIVE RELATION—A LOOSE COUPLER.

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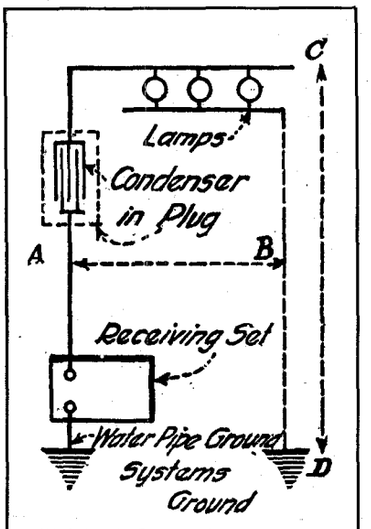
THE LIGHTING-PLUG AERIAL

THE USE BY MAJOR-GENERAL SQUIER of electric-light wires to conduct "wired wireless" messages has been described and illustrated in this department. Following the first announcement, came a warning against any general attempt to make use of ordinary electric-light systems in this way. It was explained that General Squier had made his interesting tests with messages especially broadcasted over the wires, and had not used the wires to intercept ordinary radio waves passing through the air.

Soon afterward, however, notices began to appear of special devices to be inserted into ordinary electric-light sockets in order to use electric-light wires in place of conventional aerials, and many amateurs have doubtless supposed that this represented a practical application of the "wired wireless" method. Such was not the case, however. The "plug aerial" devices are designed to bring to the receiving apparatus a message-bearing current generated by electromagnetic waves coming through the ether just as in ordinary radio-receiving; the only peculiarity being that wires that bear the electric-light current are to save the bother of putting up the conventional antenna. An article in the New York *Evening Mail* tells of the origin of this method, and explains its theory of action, as follows:



HOW THE LIGHTING-PLUG AERIAL WORKS.

The theory is very simple: "By means of the condenser, connecting wires and part of the lighting system a huge 'loop' is formed. This loop is what picks up the signals and performs all the functions of a regular aerial."

"Many makers of plugs have claimed to be the originators of this system of reception. As a matter of fact, advanced amateurs used this idea years ago. The Parisian amateurs have been listening to broadcast music from the Eiffel Tower over the lighting wires for the past year and a half.

"This method of reception is perfectly safe provided the plug used is well designed and made. Many plugs are deficient and dangerous, particularly those which make use of cardboard tubing and cork to inclose the paper condenser.

"It is well, therefore, to buy a good plug which will withstand the possible high voltages which may come on the lighting circuit, particularly on A. C. circuits when transformers are used. Mica condensers are probably the best type.

"The theory of the plug receiver is very simple. By means of the condenser, connecting wires and part of the lighting system a huge 'loop' is formed. This loop is what picks up the signals and performs all the functions of a regular aerial.

"In a loop receiver the intensity of signals is dependent upon the number of turns of wire on the coil. The greater the area of the coil the greater is its inductance. Therefore, the strength of signals which will be intercepted with a plug aerial arrangement is dependent to a large extent upon the distance A-B, and also upon the height of the portion C-D above the ground, as shown in the diagram. For best results this distance should be large.

"Since reception by means of a loop will not give very good results with a crystal type of receiver, it stands to reason that the strongest signals from a plug aerial will be had with a vacuum tube set.

"Signals can be received with crystal sets, however. It seems that the capacity of the condenser C-I, in our diagram, has much to do with clear and loud signals. Receiving from the lighting circuit should never be attempted unless some form of condenser is used.

"This condenser is usually included in the plugs to be had from most dealers to-day."

In the New York *Tribune*, Jack Binns gives this word of caution and further explication about the use of the electric-light plug:

"In the first place, it is imperative that the fans use only such plugs as are made by well-established, reputable concerns, and they also should make sure that the condensers in the plugs will withstand any voltages that might exist on the line, and that its dielectric is not made of paper. In this respect the Board of Fire Underwriters is passing on the plugs as fast as possible, and its stamp of approval will be a guard in the near future.

"Of course, there are some receivers that will not even operate with an aerial, so it would be futile to expect them to work on the electric-light wires. There is another important point which should be remembered, and that is that tuning with this system is much more critical, and consequently must be made more carefully than when an outdoor aerial is used. Therefore there are some cases where a little patience will bring success in the face of apparent failure.

"There are some local conditions which make it impossible to obtain results with the plugs, just as they make reception with aerials extremely difficult. This is in buildings which are heavily shielded with steel structures, and places very close to power plants, and power lines carrying heavy voltage alternating currents. The distance the user is from the transformer in a system using alternating current for lighting purposes also is an important factor."

FEDERAL BROADCASTING

IT IS ANNOUNCED FROM WASHINGTON, says the New York *Times*, that an interdepartmental advisory committee on Government radio broadcasting, appointed at the request of Secretary Hoover, with Dr. Samuel R. Stratton, Director of the Bureau of Standards, as Chairman, has established an experimental station of Government broadcasting by "primary" stations. "Primary" stations are those which broadcast official Government news by continuous wave code telegraphy to furnish information to local broadcast stations for redistribution by radiophone. Further details are given as follows:

"The eight stations thus far included send out daily bulletins of Government news, mostly agricultural market data. They are Arlington, Va. (Navy, 5,950 meters); Great Lakes, Ill. (Navy, 4,900 meters); Washington, D. C. (Post-office, 1,980 meters); Omaha, Neb. (Post-office, 2,500 meters); North Platte, Neb. (Post-office, 4,000 meters); Rock Springs, Wyo. (Post-office, 3,000 meters); Elko, Nev. (Post-office, 3,000 meters); and Reno, Nev. (Post-office, 3,200 meters)."

An official statement sent out from Washington on behalf of the committee describes the committee's work as one of classification and advice. The committee will see to it that radio is used primarily for the kind of work that can not be done just as well or better by wire telegraphy or telephony or printer's ink. To quote the statement:

"The committee has made a preliminary classification of the kinds of material which the several departments may have to broadcast by the primary stations, viz., market products and data, weather and hydrographic news, standard radio signals (such as wave-length and time signals), executive announcements, statistics and educational material. One of the functions of the committee is to advise regarding priority of the types of Government material to be broadcast and regarding schedules of operation.

"The committee has recognized the principle that radio must be used primarily for types of service that can not be as satisfactorily given by other means of communication, and that therefore radio broadcasting should not be used in general where wire telegraphy or telephony or printed publication would be as satisfactory. It is possible that the scope of the committee's activities may be extended beyond the subject of broadcasting, and that the committee will act in an advisory capacity to the Secretary of Commerce in matters of Government radio regulation, and will consider all radio questions of interdepartmental interest."

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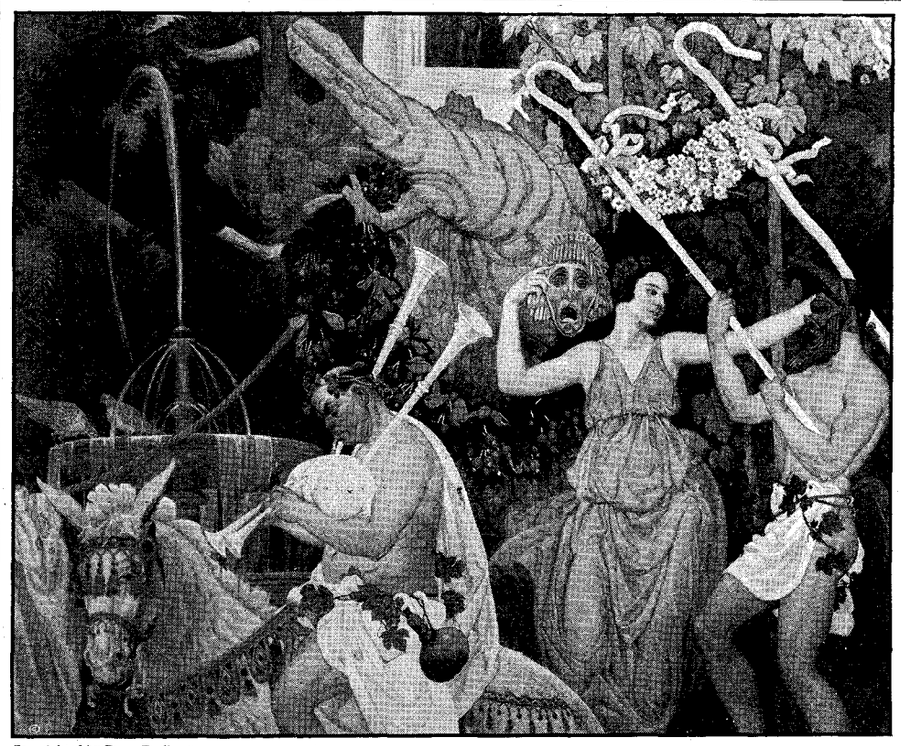
LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

THE SUPER-MOVING-PICTURE THEATER

A LIGHTED MOTION-PICTURE THEATER would seem to be a contradiction in terms. But the opening of the Eastman Theater in Rochester, scheduled for the early fall, will "mark the beginning of the end of film presentations in darkened theaters." Experiments long carried on in the Eastman Research Laboratories have disclosed "what is believed to be an ideal condition with reference to illumination, under which motion pictures may be projected without adversely affecting the screen image," while, at the same time, the whole "auditorium remains light enough either to read a program or to pick up an object dropt to the floor." Revolutionary as this feature is expected to be, the new house in which it is to be installed is so full of novel features that the story of the Eastman Theater reads like romance. For the first time a moving-picture house will become incorporated with the regular work of a university, and while its main object will be for amusement and not for educational purposes it will bear a relation to the music school of Rochester University that will entirely take it out of the commercial circle of the motion-picture field. "Here," says a writer in the New York *Herald*, "at last is a concrete realization of the pet dream of the movie interests, discust for nearly a decade, since first an orchestra with soloists was introduced in an up-town theater incidental to picture presentation—the marriage of the art forms: music and the silent drama."



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DRAMATIC MUSIC SYMBOLIZED

In the mural painting which Barry Faulkner has executed for the Eastman Theater in Rochester, where music and the movies will be wed in a $4,000,000 house.

The new theater, as a matter of fact, bears a subsidiary relation to the music school of the university; but being the most expensive moving-picture theater in the world, tho not the largest, its prominence for the moment overshadows the institution of which it is a part. Says the *Herald* writer:

"If the motion picture is emphasized, it is only in deference to present public taste and due to a polite disposition on the part of Music, as host, to accord precedence to her guest, the Movie.

"Good music has been tolerated in the company of the screen little more than half a dozen years, but that short period has worked marvels in the development of musical appreciation. Music, in the opinion of Mr. Eastman and his associates, has proven its power to prevail if given a hearing. So why should music now defeat its own evolutionary progress by seeking prematurely to establish domination in the newly formed partnership?

"The fact remains that the organ with which the Eastman Theater is being equipped is believed to be the finest of its kind in the world. A smaller organ in Kilbourn Hall, under the same roof and designed for chamber music and recitals, represents an investment of $90,000. Nine organ practise rooms are already in operation in the music school portion of the building, and provision exists for four more. Instruction in playing the organ to accompany motion pictures is one of the special courses of the school. It is hoped to improve musical settings for pictures through this agency.

"Reduced to cataloged facts, the opening of this theater in Rochester means:

"That the university acknowledges popular, inexpensive entertainment of the movie type to be an essential factor of modern life and indorses it by entering the business.

"That it recognizes in motion pictures presented for purposes solely of entertainment as distinguished from educational films a great and neglected educational medium.

"That music, typified by the Eastman School, recognizes the movie as a useful complementary factor, whereas in the past the only mutual recognition has been due to the effort of the movie to bolster its threatened position through an alliance with music.

"That in the operation of a big popular theater with such screen material as is at hand for the commercial manager the university is in position to determine with scientific exactness the psychological reactions of the public, the existing elements of strength that should be preserved and the undesirable or injurious features that should be eliminated.

"That the university, as a theater management, will encounter at first hand and in intimate relation the various problems confronting the exhibitor, and can bring to bear upon these problems the genius of its scientific personnel and the unequaled facilities of the world-famous Eastman laboratories in chemistry, physics and the like. Thus, it is thought, for the first time scientific methods will be applied to develop efficiency in fulfilling the best functions for which theaters are supposed to exist.

"That the new theater will afford unusual opportunities for the student body in inspiring creative work, many courses have

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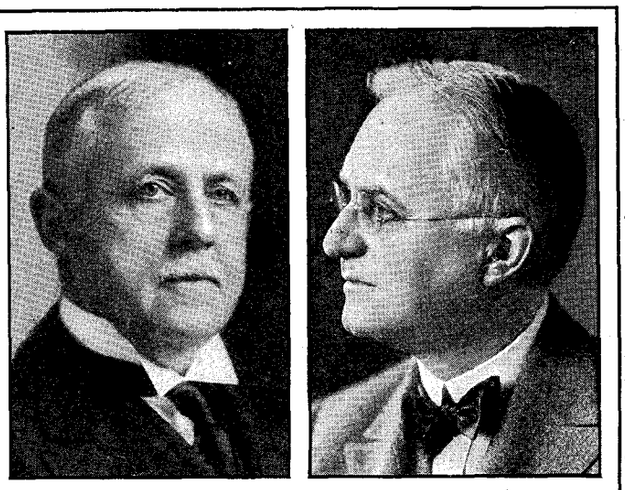
a more or less direct relation to the theater, as, for instance, literature. The technical departments offer unlimited fields for advanced students in many lines. In the music school alone 1,300 students are preparing for careers upon which the influence of the theater will impinge in varying degree. Some of these will find opportunity for expression in the orchestra or as organists; still others in the creative field of composition."

Consonant, perhaps, with its dignity as part of a university scheme it was first proposed to name it "The National Academy of Motion Pictures." Men in the "regular" line declared that "film fans would never take kindly to that 'academic stuff,'" so the high-sounding name was discarded. The programs for the season show a variation from the regular movie house:



GEORGE EASTMAN, Founder of the Eastman Theater.

DR. RUSH RHEES, President of University of Rochester.

MEN WHO CEMENT THE BUSINESS AND THE SCHOLASTIC WORLDS.

"A feature picture, surrounded by incidental news reels, scenics, comedies and topicals, with a popular incidental musical program, will be presented on each of the first three days of the week. On every Wednesday, however, this program is to give way to a concert and recital. The array of musical artists and high-class orchestras already booked for the coming season suggests a 'Who's Who in Music.' There is to be even a brief season of grand opera after the enterprise has been fully launched. Thus the Eastman must be regarded as a convertible theater—an exquisitely beautiful, fully equipped opera house in which the lyric stage is to divide honors with its younger brother in art, the unspoken drama.

"Following the Wednesday evening musicale, a new movie program opens on Thursday and continues to the end of the week. During the brief seasons of opera motion-picture activities will be suspended.

"If this ambitious musical prospectus seems commercially impracticable it should be remembered that Rochester is a city of uncommon culture and a musical center of long standing. Fifty years ago, when such luxuries were rare even in the larger cities, Rochester boasted a celebrated symphony orchestra. To-day musical interest is so great in the public schools there that the Eastman School of Music has provided for the municipality a collection of instruments valued at $35,000 for the sole purpose of loaning them to ambitious youngsters who display talent and whose parents can ill afford to invest in horns and oboes, violins, cellos, bassoons and saxophones. This practical encouragement has developed throughout the city several amateur orchestras and bands of splendid artistic promise."

Any manager, says *Musical Leader* (Chicago), "may use the institution in its entirety to develop any idea to improve his theater or to solve any problem that is disturbing him and depriving his patrons of complete enjoyment. In this way the business man is experiencing the novelty of becoming a university student. As the *Herald* makes it clear:

"The popular conception of a university president as a scholastic recluse, far removed from the usual every-day contacts of life, is shattered in the person of Dr. Rush Rhees, president of the University of Rochester. Dr. Rhees is engaged in the highly practical task of building up that institution into one of the largest, most completely standardized and equipped schools in the world. In that effort he won the moral and financial support of George Eastman, with his ample fortune, and of the General Education Board, which administers a large part of the John D. Rockefeller millions. . . . The temptation to include the music school and picture palace in the projected group of new buildings for the university in the suburbs must have been strong. But this splendid structure is located where it will best serve its purpose—in the very heart of Rochester's business district."

SHALL THERE BE A BOOK CENSORSHIP?

THE WORD CENSORSHIP has become so common that just what Mr. Sumner, head of the Society for the Suppression of Vice, proposed for the benefit of literature in this country is not clearly apprehended. At least Mr. Sumner himself thinks so after seeing the storm cloud arising from his suggestion of a voluntary censorship contained in a letter to the President of the Author's League which was published in the press. As originally interpreted it exprest the belief that "many of the publishers desire to have the whole publishing business placed under the control of a committee on ethics, with a possible arbiter or dictator at the head, as in baseball, the films and the stage." The letter itself was not so sweeping in its scope, and Mr. Sumner's later statement in the New York *World* contained the "wish that the editorial writers and authors had informed themselves about what I really proposed before they rushed into print." The letter which began the controversy is thus printed in the New York *Times:*

"The New York Society for the Suppression of Vice:

"Mr. Jesse Lynch Williams, President the Authors' League, 22 East Seventeenth Street, New York City:

"DEAR SIR:

"Mr. Henry Holt, in a letter published in the New York *Times*, condemning writers of erotic literature, said: 'The family requires that the sexual passion be kept within limits. Within those limits the rousing of it by the beauty of the opposite sex is among the most beneficent and productive processes of nature. But its titillation through the imagination is not a process of nature at all, and its indulgence, counter to the requirements of civilization, is maleficent and destructive. It leads to more murders and suicides than all other causes put together.'

"This is but another way of saying that, next to the instinct of self-preservation—the hunger instinct—the sex impulses are the most urgent. In our present social life the hunger instinct has been pretty well taken care of—we hear of few offenses due to lack of food. Society requires that the sex impulse should be curbed. Whatever tends unnecessarily to rouse the sex impulse is harmful and unsocial.

"Unfortunately there is a commercial urge which induces authors and publishers to publish literature which constitutes one factor in this unnecessary class of merchandise tending to artificially and harmfully arouse the sex impulse. Other factors are photographs, motion pictures and stage performances. An effort has been made to combat the salacious motion picture by the creation of a reviewing commission. To cope with the same thing on the stage, a citizens' jury plan has been prepared which will go into effect on August 1. The criminal law can usually be depended upon in the case of obscene photographs.

"A plan has been discust in a limited way to cover the field of book publications. It is proposed that a committee be appointed which would have the support and respect of authors and publishers to pass upon a manuscript prior to its publication when there existed doubt of its propriety.

"Without entering into the details, how does this, as a general proposition, appeal to you? Would you be willing to enter a conference to discuss the subject?

"This plan would cover also books dealing with sex, medical, scientific and pseudo-scientific subjects intended for indiscriminate circulation, and regarding which there is a very pronounced opinion as to their harmfulness to the average lay reader.

"The matter has been forcibly brought to our attention of

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late due to the submission by three publishers of manuscripts for an expression of opinion as to the legality of publication. There was a tendency in each instance to steer as close as possible to an approximate line between what is legal and what is illegal—what Theodore Roosevelt denominated 'law honesty.' This is an unhealthy attitude.

"The discontinuance of those things which Mr. Holt so forcibly condemns is the duty of every reputable publisher and every self-respecting writer.

"Will you join in an effort looking to this end?

"Sincerely,

"JOHN S. SUMNER, Secretary."

Some days later Mr. Sumner, referring to the reception of his letter by the press and public declared in the New York *World* that his purpose had been misconstrued. "They are all talking about an individual who will be a Pooh Bah of literature, and of a fixt censorship board like the Motion Picture Commission having legal power to permit or prohibit. I proposed nothing of the sort." Explaining himself further:

"I invited the publishers to a conference, where I intended to lay before them for discussion a plan of voluntary censorship only for such manuscripts as they themselves wished to have judged. The plan would be like the one which has already gone into effect in the theaters.

"Applied to manuscripts, it would mean first the compilation of a jury panel of about 500 names of representative citizens—doctors, lawyers, alienists, politicians, educators, teachers, business men—who have agreed to serve once or twice a year by reading a doubtful manuscript and passing judgment.

"Then, when a publisher receives a manuscript which he wishes to publish, but which he finds somewhat risky, he may submit it as a matter of precaution to a jury of twelve chosen from the panel. If the jury pronounces the manuscript fit for publication, its pronouncement will protect the publisher when he comes to selling the book. While the jury would have no formal legal standing, it is nevertheless true that if any complaint were lodged against a published book which the jury had approved in the manuscript the record of that approval would undoubtedly be accepted by any magistrate as sufficient ground for dismissing against the publisher.

"On the other hand, if the volunteer jury pronounced against a manuscript, the publisher might nevertheless go ahead and publish it, as he could legally do. But in that case the recorded opinion of the jury would be excellent ground for sustaining a complaint of immorality preferred by this society or by any private citizen.

"Immorality is laid down in the law as a matter to be decided by the judgment of a jury without the intervention of expert testimony.

"There would be no professional vice-hunters on the jury. Everybody says that vice-hunters gradually begin to see vice where there is no vice at all. That may be true. At any rate, it would be better to have an extensive panel of people for the jury, rather than a permanent commission. People engaged permanently in censorship are likely to fall into a rut and begin to lay down rules, such as forbidding the description of a woman's legs or of a passionate kiss."

AS "MARTIAL MUSIC" IS PICTURED.

By Ezra Winter on the walls of Mr. Eastman's lavish new theater for music and movies in Rochester.

That the National Association of Book Publishers is "interested in a plan for prejudging the morals of all new books or in setting up a sort of literary dictator," is denied by its secretary, Frederic G. Melcher in a letter to the New York *Tribune*. He admits that proposals for a "discussion" which was "to see whether the present censorship confusion could be in any way clarified" had been put forward, but he fears that "Mr. Sumner's advance pronouncements may simply bring the suggested discussions to an end before their beginning." He also states:

"The National Association of Book Publishers is not interested in so preposterous an idea, has not been considering such an idea, and so far as the opinions of individual publishers are known, the proposal outlined by Mr. Sumner is the last thing they would consider, no matter how unsatisfactory censorship by magistrate's decision may seem as conducted to-day."

Mr. G. P. Putnam, a member of the so-called Censorship Committee of the Publishers Association, is also quoted to similar effect in the New York *Times:*

"It is my personal opinion that a supreme authority of censorship for publishers is unworkable, unnecessary and unwise. The publishers are, or at least should be, capable of judging the decency of their own output. The proposition of submitting manuscripts in advance of publication to any committee whose advance O. K. must be secured is to me preposterous."

A great deal of comment adverse to the scheme has issued from both regular and occasional contributors to the press. "The only voluntary censorship an author can exercise," says the New York *Tribune*, "is over his own manuscripts, and that censorship consists of the use of his own taste and judgment." The New York *World* treats the question with a mordant pen:

His [Mr. Sumner's] letter to the publishers proposes a committee to read all manuscripts found available. Either Mr. Sumner or some representative of his society would naturally sit with the committee and pass final judgment, for unless Mr. Sumner were satisfied, the labor would go for nothing. If the publishers accept, we shall be equipped with a literary censor with semi-official standing and almost absolute power, and nobody in this free and bold democracy will find out anything from books not supposed to be good for him to know."

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ALF KLINGENBERG, Director Music School. JOEL D. BURBER, Art Director of Eastman Theater. ARTHUR ALEXANDER, Music Director of Eastman Theater. CHARLES H. GOLDING, Manager of Eastman Theater.

MEN WHO CONTROL THE ACTIVITIES OF THE EASTMAN THEATER AT ROCHESTER.

SOURCE OF OUR FUTURE PLAY SUPPLY

CENTRAL EUROPE, WE ARE TOLD, promises to supply the big plays of the immediate future. The London stage is dead and the Paris moribund, so our speculative managers tell us. But in Central Europe, Mr. William A. Brady is reported as saying, "both dramatists and public there take the theater with utmost seriousness. Not only in substance of plays, but in the manner of presentation are their men of the theater showing us the way." Whether their fare will be such as American palates want is not yet wholly proven. "Liliom" has been one of the greatest successes of the recent past, and dramatists of Central Europe now turn their attention toward this country, and "think more now about making their manuscripts suitable for American audiences." It is the countries southeast of Germany rather than Germany herself that seem to be referred to, tho already, through the Theater Guild, we have seen one of the plays of Georg Kaiser, who now figures among the foremost of the German stage. In a recent issue of the Manchester *Guardian* is an interesting account of the German drama of to-day, where we learn that Shakespeare, Shaw and Wilde are more popular than any German dramatists. Sudermann's day is over, Hauptmann's nearly so, while Wedekind, who died in 1917, maintains a lingering existence on the stage. But the modern German drama begins with him, and is characterized by its "reaction against the realism of Hauptmann." Of Wedekind we read:

"His work is full of eccentric humor, social satire, biting cynicism, and downright beastliness. His wit is very real and sometimes even profound. His dramatic world is like a world seen in a distorting mirror. Wedekind has influenced the whole German Expressionist drama, of which Georg Kaiser is now the leading exponent. Georg Kaiser is also a rebel against society, but he does not distort it to a leering grimace. He is more earnest than Wedekind, more sentimental and humanitarian. He is the poet of the big town, of the masses, and of the hurry and movement of modern life. None of his characters is subtly individualized. All are types—bearers and instruments of a collective will. Wedekind's men and women are helpless enough, driven as they are by dark, irresistible instincts, but Kaiser's men and women are the gaseous, transparent, selfless embodiments of principles that move not individuals, but the masses of mankind.

"These are the fundamental characteristics of the contemporary German drama. The individual has no will, no destiny of his own. He is only the carrier of other wills, other destinies. He is neither stronger nor weaker, better nor worse, than the others—the guilty are guiltless, or rather all are equally guilty; the slayer is the slain, the sinned against is the sinner—'Not the murderer but the murdered is guilty.' This attitude is not altogether a new fashion of a mere literary pose, altho it is no doubt largely so. There was a time when it had a deep hold on the more imaginative and sensitive part of Young Germany. The disillusion caused by the failure of Wilsonism, by the Treaty of Versailles, and by the long series of threats, ultimata, and sanctions have broken all belief in the brotherhood of mankind and in the possibility of universal peace—a belief that has nowhere and never been so strong as it was in Germany after the Armistice. It is now dying, and with it a short and unique era in art and literature is coming to an end. It would seem that a drama without individualization, without incident, without the contrast of good and evil, without the comic and the tragic, must be thin and stagnant. But Kaiser's plays are, at their best, full of movement. His diction is almost telegraphic—short, staccato sentences follow each other with cumulative effect. The scenes follow each other like flash on flash. There is little that is warm, endearing, or even human in them, but they are dazzling, tense, and exciting."

A forerunner of Kaiser and one of the first to give expression to the new spirit in Germany is Reinhardt Goering. His principal work is "Die Seeschlacht" (The Sea Fight):

"Max Reinhardt produced 'Die Seeschlacht' in Frankfort during the war. The performance was private—the censorship made public performance impossible. The scene is the gunroom of a battle-ship going into action. There are seven sailors, who talk and muse and dream. They are full of foreboding, not only because they will soon be in danger of their lives, but also because they vaguely feel the first faint stirrings of something beyond the war, of something bigger than victory or defeat. The word revolution does not occur once in the whole play, but the atmosphere is full of a suppressed excitement that is more significant than the excitement before action.

"Deeply influenced by war and revolution is the young poet and dramatist Toller, who commanded the Red Army of the Munich Soviet Republic. His attempt to put his ideas into practise ended in bloodshed and disaster. He is now serving a sentence of seven years' imprisonment. His poems resemble the best war-poems of Siegfried Sassoon. They lack the swift, dramatic turn of poems like 'They' and 'Blighters,' but they are even more horribly grim and defiant."

The future of the German drama is declared to be "impenetrably dark."

"The best modern work belongs to the recent past, and much of it is rooted in revolt against the war and against the 'capitalist' social order. It would seem that counter-revolution and reaction are not favorable to art. Before the war, when Munich was the most liberal town in Germany, it was also the leading art center. It is now the most conservative town, and in art and letters it has become uncreative. Berlin, Frankfort, Darmstadt, Cologne are now ahead of Munich. In Budapest, a town dominated by the completest reaction in Europe, music, painting and poetry seem dead."

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RELIGION-AND-SOCIAL-SERVICE

THE DEGRADATION OF THE AMERICAN HOME

AMERICAN HOME LIFE is in a state of chaos, and the Church must take note of the fact in some way other than merely personal exhortation on the subject, declares a report on the average American family life drawn up by the National Council of the Protestant Episcopal Church. The report—resented in some quarters as a slander on the majority of American homes—is to be officially presented at the forty-seventh triennial convention of the Episcopal Church at Portland, Ore., in September, and the commission will ask that it be made the basis of propaganda directed toward remedying the "discordant home life of the American people." Among other things, the report recommends that "the criminal, feeble-minded and morally vicious be prevented from propagating their kind," and also urges an "insistence on health certificates as an antecedent to marriage."

Poor wages and insufficient leisure for mental, moral and spiritual culture are deplored as preventable causes of unhappy married life, and the lax divorce laws are scathingly indicted as being responsible for "increasing throngs in the divorce courts, weeping women, unhappy men, orphaned children—orphaned not by God's will, but by the selfishness of parents." But the root of the family problem is found to lie in "the lack of religion in the home," and the report declares "it is paralyzing to think of the average American family going on from the rising of the sun to the retiring hour as if God had no existence. Sunday is a day for extra sleep, motoring, Sunday papers in many volumes, comic supplements. If American children are not taught of God in the schools, and He is unnamed in the home, what can we expect but that at this moment the United States is actually developing into a non-Christian nation?" The commission states that it has given thought to these and other sociological and economic conditions as they affect the family, and is convinced that "the final remedy for all is the bringing of the home under the dominion of Christ." It notes hopefully that "the great curse of drink has been throttled. Commercialization of vice is passing. Even war is going the way of human slavery, polygamy, and other creatures of the night. All abuses finally yield to the resolute advance of the Christian conscience. Therefore, we would concentrate upon the one essential thing—making the home Christian, believing that thereby all economic problems will in time be solved." As it is, continues the report,

"Where family life is dishonored, wedding unfaithfulness lightly regarded, parental responsibility neglected, filial respect and obedience slighted, there, we may be sure, society is rotten at the core. We tremble for the future of a State or nation where lax theories concerning domestic life gain ground. Even laxer practise will certainly prevail.

"The remedy for the frightful dissolution of the marriage tie going on in America and its inevitable consequences of race suicide is to be found in Christian training alone. Remedial legislation, while imposing difficulties in the way of easy annulment, does not go to the root of the evil. It attacks many outward symptoms of the disease and is of undoubted value, but it does not destroy the germ of the evil or cure it at its source.

"Boys and girls must be taught as early as possible that the chief purpose of marriage is the perpetuation of the race, involving the begetting and education of children for the work of the world. Marriage is a high and holy vocation, because the married pair are cooperating with the Creator in the continuance of the human race."

The commission is not entirely without optimism as to the outlook, for it believes that the young men and women of to-day "are more amenable to strong, virile leadership than those of any previous epoch. Keen, alert, quick to differentiate between the real and the spurious, accustomed to think for themselves, they will respond readily to that reasoning and reasonable presentation of serious truths which will appeal to the best and highest and strongest that is in them."

It is refreshing to note, remarks the Los Angeles *Times*, that the report is not a "mere fault-finding paper," and that its signers do not ask for "repressive and meddling laws as a sure cure for what ails the morals of the American people, and there let their responsibility end." In fact,

"They ask for no laws to regulate the morals of the people. They do not shirk the responsibility of the church, whose office it is to safeguard the moral welfare of society. They show no disposition to shift their stewardship to the police courts or the divorce courts. The report accepts for the Episcopal Church its obligation to educate the people up to self-willed moral integrity—a duty and a field which the Church has made its own and through which it has contributed its greatest gifts to Christianity and civilization."

It can hardly be disputed, comments the Albany *Knickerbocker Press*, that the present age has not the same regard for God and religion that was possest by its predecessors. Indeed, we are told, "there has never been a time, in this country at least, when there was so much cynicism, contempt for law, disregard of authority and determination to have pleasure at any cost as are now the commonplaces of American life." Moreover,

"The idea that success is its own justification; that, no matter what the nature of a deed, to 'get away with it' makes it praiseworthy; that 'money talks,' and it doesn't matter how it was obtained if you only have it; that cheating is clever, that it's a great life if one does not weaken; that we are going to live anyhow until we die, and that we should worry are on the tongues of millions.

"Bringing one law into derision adds force to the impulse to ignore others. The prosperity of evil-doers tempts others to follow them. Laxity, the easy-going way, the pursuit solely of the pleasures of the senses attract youth mightily. The elder generation, in no position to preach to the younger, not having made such a great success of its own contact with the world, deplores at times the decay of respect for age and authority and trembles for its successors, but it finds no cure. It seems, indeed, as the commission says, that 'at this time the United States is actually developing into a non-Christian nation.'"

But the Episcopal commission's indictment of the American family is by some papers regarded as too broad and too severe, and the New York *Morning Telegraph* declares it to be not only inconsistent with the truth, but contrary to sound morals. This paper finds it "hard to believe that men presumably intelligent and sufficiently prominent to be selected as delegates to a national convention of the church could be induced to attach their names to a slander so unjust to the vast majority—more than 90 per cent.—of American homes," and declares:

"The average American home is not in a state of chaos. The home in a state of chaos is so exceptional that it invariably becomes a community scandal. There never has been in the history of the world a time when the average parent is as considerate of his children and as anxious to see them get on as he is to-day; there never has been a time when children had so many advantages.

"If the delegates to this national convention don't know this, and if they accept the report of the council, then indeed we fear that one factor in the great social organization is decadent, but it isn't the family."

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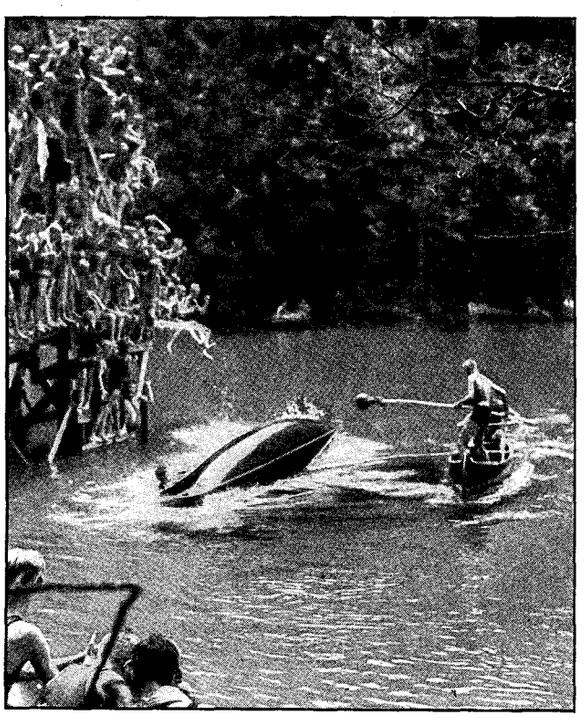
THE PASSING OF THE HICKORY SWITCH

EDUCATION BY LICKING was a not infrequent method in the little old red schoolhouse, being seemingly based on the idea that boys and girls had to be bound to their books and that everything they liked was either indigestible or immoral. Camping, for instance, would have been immediately held taboo, since to think about camping was to confess to hidden and secret and villainous desires, acquired most likely through a surreptitious reading of Jesse James and Nick Carter. But the 1922 method of education is a happier process—served up to the youngster on a silver platter, not dangled at the end of a hickory switch. The things he likes to do are generally found to be the things he is best fitted for, and the activities of camp and playground can be turned to as much use as the slow digestion of the written word. It is not recorded who decided that the best way to educate is to give the natural desires and tendencies of boys and girls a healthy normal outlet, writes Claire Giles in *The Dearborn Independent*, but many good things have resulted from the discovery, and not the least is the summer camp. In fact, the summer camp for boys and girls is now cataloged under "education," and if any victim of little old red schoolhouse methods wants to be convinced that he has lived through a century of educational progress in thirty years, suggests the writer, let him pay a visit to Camp Dixie in the Blue Ridge Mountains of North Georgia. The camp, we are told, has worked out a very successful program, so successful that no fence is required to keep the boys in during off hours—they stay in. The specific things listed by the writer as making Camp Dixie stand out as a successful experiment in boy culture are:



NO MORAL DISINTEGRATION HERE.

The daily program is made so attractive that a fence is not necessary to keep the boys in camp. They stay in.

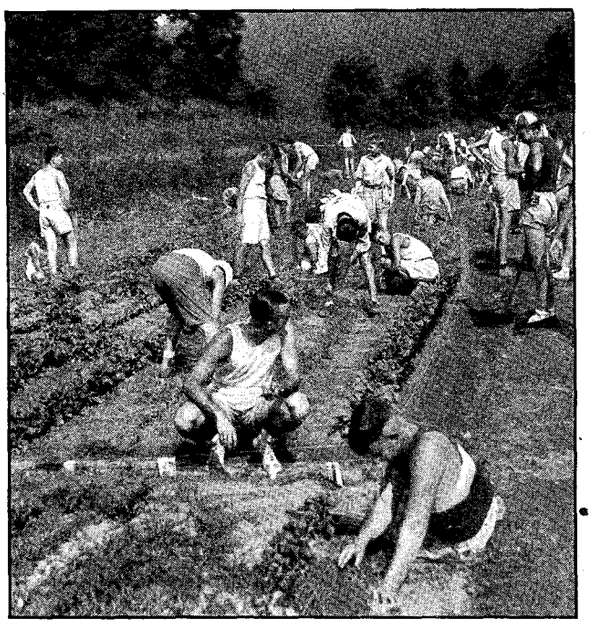
"1. Before a boy is admitted to camp, his parents are required to fill out a questionnaire in regard to his habits, health, temperament, weak and strong points, and so on.

"2. Camp Dixie has a highly trained supervisory personnel. Yet it could be run on one-third the personnel, and its patrons would probably be none the wiser!

"3. Boys at Camp Dixie are grouped with a view to the help and inspiration they may give each other. From old friends and acquaintances they have already received all that the contact would afford, hence need new influences to bring out the best that is in them.

"4. Camp Dixie is purposely isolated from the distracting influences of villages with their hotels, boarding-houses, stores, and so on.

"5. It is customary in most summer camps for the management to sell to the boys all sorts of knickknacks. The story is



Illustrations by courtesy of "The Dearborn Independent."

PUTTING THE HUMAN DYNAMOS TO GOOD USE.

Direction instead of repression of boyish activities is the rule being successfully followed at Camp Dixie.

told of one camp that made $1,300 on its store in one season, and some of the boys spent as much as $20 a week on trash. Camp Dixie has no store, and parents are urged not to provide their boys with spending money.

"6. At one camp thirty boxes of food were received in one afternoon. Camp Dixie prohibits this practise. There is plenty of food provided, and one of the rules of the camp is the habit of eating regularly.

"7. Many summer camps include regular text-book instruction. The directors of Camp Dixie believe that the line should be definitely drawn between a camp and a summer school. Camp Dixie makes no effort to cater to the ambitious parent or to the parents of the dullard.

"8. Boys do not go to 'town,' as is customary in most camps. The daily program is made attractive so that the boys do not care to leave camp. They are not kept in camp. They stay in.

"9. Parents are not encouraged to visit camp. It interferes with the daily normal routine and discipline of the camp.

"10. The age limit is from 11 to 16 years."

The object of the camp, we are told, is to foster courage, initiative, and enterprise, and its simple working hypothesis is that no normal child needs, or can take, three months of "rest"—that he is a dynamo of energy and is bound to use that energy. If that energy is not directed, he is in danger, says the writer, of moral disintegration. So the aims of Camp Dixie are "purity, safety, development of character, good manners, spiritual ideals," and the goal involves teaching the boys about the land, the forests, the mountains, the streams and rivers—the geology of the country. The camp got a good start, we are told, from the men who took hold of it—Willis A. Sutton, superintendent of the Atlanta public schools, and A. A. Jameson, Scout executive of Atlanta, both of whom are said to be of national repute for their work among boys. At Camp Dixie, according to the writer, they have successfully worked out certain theories about

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the education of boys, many of which Mr. Sutton has put into practise in the Technological High School and is now extending throughout the public school system in Atlanta. The seven cardinal principles are:

"First, physically robust; second, mentally strong; third, politically sound; fourth, domestically true; fifth, vocationally correct; sixth, morally brave; seventh, spiritually deep. Great importance is attached to the point of *direct contact* between each boy and his leader, teacher and student being together the entire twenty-four hours. Every boy is measured and weighed and tab kept on his physical condition. His mental and social habits are studied individually, and his vocational tendencies are given every opportunity to expand.

"The campers are divided into groups of seven, each group being assigned to an older camper who is a leader. This leader, a man twenty to twenty-five years old, lives in a tentalow with his seven charges. There are at Camp Dixie fifteen such groups.

"Truly there is not a more ideal setting than the Blue Ridge Mountains, where, accessible to town and village, the boy is abiding in that enchanted solitude where 'Those that live much in the open catch the mighty pulse-beat of God.'"

THE MOST "STUPENDOUS" ACT OF MERCY

LOSS OF LIFE FROM STARVATION has ceased in Russia, and the effort of the American Relief Administration, says Chairman Hoover in an interim report to President Harding, has stemmed one of the greatest catastrophes that followed the war. In commenting on the achievement the New York *Times* declares that "no act of mercy so 'stupendous' has ever before been undertaken and accomplished," and Chairman Kameneff, of Russia's own committee, is quoted as having spoken gratefully to Colonel William N. Haskell, who superintended the Russian relief, of the "stupendous help" that the American people gave the Russians in their hour of need. Astonishing, says the *Times*, this help must have been to the starving in the famine area, "even tho they could have no appreciation of the enormous quantity of the relief stores—astonishing that people so far away and so unsympathetic with their Government should yet let neither distance nor the snows of winter, nor broken transport, nor communism stand in the way of bringing food to their villages. It has been the supreme demonstration in practise of an appreciation that all are in fact, and not merely in poetic fancy, 'parts of one stupendous whole.'" How many lives were saved it is impossible to state, reports Mr. Hoover, but the 200 members of the relief administration working in Russia conducted 15,000 kitchens and distributing stations from which about 3,250,000 children and 5,300,000 adults—a total of 8,550,000—were fed. All accessible persons whose lives are in jeopardy are being reached, and loss of life directly due to starvation ceased some time ago, "altho most every one in Russia is hungry." The medical supplies have enabled the relief workers to keep the great typhus, typhoid, smallpox and famine fever epidemics under measurable control; some millions of people have been inoculated for various diseases, and other sanitary measures have been put into force. The food supplies now on hand are sufficient to carry through until the harvest and to leave a surplus which will be devoted to the further support of waif and destitute children after it is gathered. But, continues the report,

"It is too early to give an accurate opinion as to the results of this August harvest. The Soviet authorities have announced that it will be ample for next year. It is certain that the famine region will produce three or four times the quantity of food it did last harvest, mostly due to the large shipments of seed. It also appears that climatic conditions are more favorable to the harvest from the remaining area of Russia than they were last year. The degeneration of agriculture does not, however, promise much hope of surplus. Whatever the supply may be, it seems likely there will be sporadic hardship in some localities due to the breakdown in distribution; extreme poverty will continue in the cities and the Jewish communities, and furthermore one result of the shifting population and the ravages of famine has been a considerable body of waif and destitute children that will require time for reabsorption. The great famine is, however, under control and the situation promises much better after the harvest.

"The possible extension of relief work after harvest requires more consideration before decision is reached; in any event the considerable resources obtained by the Soviet authorities from the confiscation of church treasures specifically for relief purposes places them in position to care for a large part of the destitute children. The American Relief Administration would, of course, endeavor to cooperate in a solution of the problem of children and others."

Congressional authority for use of the United States Grain Corporation funds in relief of the Russian famine expired on July 1, hence Mr. Hoover's interim report. The total of materials bought through the Grain Corporation and received from the War Department, which furnished clothing and medical supplies, and from other agencies, is thus summarized in the report:

	Short tons
Cereals for seed and food	666,615
Beans and peas and special seeds	9,295
Condensed and evaporated milk	55,111
Sugar	15,464
Fats	9,277
Cocoa	3,395
Medical supplies, clothing, and sundries	29,721
Total	788,878

The estimated resources mobilized from all quarters by the Relief Administration for distribution under its control will comprise the following approximate sums up to the end of the present campaign:

General funds of American Relief Administration food remittances, sundry donations	$17,500,000
Congressional authorization for food and seed (total available funds of U. S. Grain Corp.).	19,300,000
Congressional authorization of war supplies, medical supplies	4,000,000
American Red Cross medical supplies	3,600,000
Jewish Joint Distribution Committee	2,325,000
Laura Spelman Rockefeller Memorial	500,000
Gold supplies by Soviet Government	11,433,000
National Lutheran Council	300,000
Mennonite Central Committee	200,000
Volga Relief Society	200,000
Federal Council of Churches	90,000
International Committee Y. M. C. A.	50,000
Total	$59,498,000

In addition to these amounts the Friends' Service Committee have purchased $415,000 worth of supplies from the Relief Administration, and have made some direct shipments to their own distributing agencies. "Furthermore, the various Communist committees in the United States have secured public charity for supplies sent directly to the Soviet authorities estimated by them at about $500,000." Under agreement with the Soviet authorities all internal transportation, warehouses, distribution, and equipment were furnished at their own cost. Another saving was effected through the deduction of a margin for the service of remitting food orders from persons in the United States to specific persons in Russia. The amount realized from this margin, says the report, will apparently exceed the overhead of the Administration, and "becomes a substantial contribution to the children's relief. Therefore, no single cent of administration or distribution cost has been deducted from Congressional funds or donations through this organization." One of the greatest catastrophies has been stemmed, remarks the Albany *Journal*, "but the danger that it will resume its course remains while Russia is under Bolshevist misrule."

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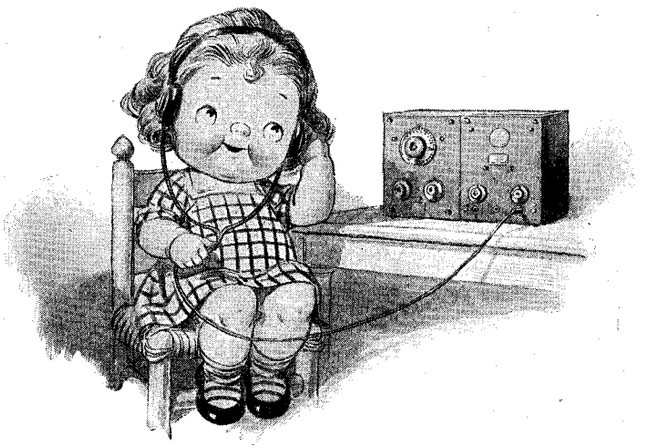
GREAT FOR BREAKFAST—INVIGORATING SOUP

C E D is the station for me—
C-ampbell's E-very D-ay!
Its radiation brings jubilation—
Just hear what your neighbors say!



Listen in!

Hear what your friends are saying about Campbell's Tomato Soup. Ask them how they like it. You'll soon learn that it's the most popular of all soups—the soup which has "broadcasted" the name and the fame of Campbell's to every corner of the land. Just one delicious spoonful and you'll know why.

Campbell's Tomato Soup

has all the goodness from the most luscious, tempting tomatoes—just the pure tonic juices and fruity parts strained to a rich, smooth puree, blended with golden table butter and delicately spiced. Have Campbell's Tomato Soup for luncheon or dinner today and see what a real joy it is to your appetite!

21 kinds **12 cents a can**

Campbells' Soups

LOOK FOR THE RED AND WHITE LABEL

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CURRENT - POETRY

Unsolicited contributions to this department cannot be returned.

TO impress, as this old man does, with the deep wisdom of life, and not to be just a lingerer, sometimes unwelcome, is to show age in its highest dignity. Zona Gale completely expresses it in the *World To-morrow:*

THE SKY-GOER

By Zona Gale

He understood what it is that we are trying to
work out.
He was very old, and from the secret swing of
planets
To the secret decencies in human hearts, he
understood.
I used to watch him watering his lawn, scattering
the food for the woodpecker,
Sweeping the crossing before his house. It was
not that there was light
About him, visible to the eye, as in the old
paintings.
Rather, an influence came from him in little
breaths.
When we were with him we became other.
He saw us all as if we were that which we dreamed
ourselves.
He saw the town already clothed on for its
To-morrow,
He saw the world, beating like a heart, beating
like a heart.
"How may I, too, know?" I wanted to cry to
him. Instead
I only said: "And how is it with you?" But he
answered
Both questions by the look in his eyes. For he
had come to quietness.
He had come to the place where sun and moon
meet
And where the spaces of the heavens open their
doors.
He was understanding and love and the silence.
He was the voice of these, as he fed the wood-
pecker.

IF this be from some Gaelic writer, surely Mr. Colum has given it his own music. It is published in *The Measure:*

THE POOR GIRL'S MEDITATION

(From the Irish)

By Padraic Colum

I am sitting here,
Since the moon rose in the night;
Kindling a fire,
And striving to keep it alight:
The folk of the house are lying
In slumber deep;
The cocks will be crowing soon:
The whole of the land is asleep.

May I never leave this world
Until my ill-luck is gone;
Till I have cows and sheep,
And the lad that I love for my own:
I would not think it long,
The night I would lie at his breast,
And the daughters of spite, after that,
Might say the thing they liked best.

Love covers up hate,
If a girl have beauty at all:
On a bed that was narrow and high,
A three-month I lay by the wall:
When I remembered the lad
That I left at the brow of the hill,
I wept from dark until dark,
And my cheeks have the tear-tracks still!

And, O young lad that I love,
I am no mark for your scorn:
All you can say of me
Is undowered I was born:
And if I've no fortune in hand,
Nor cattle or sheep of my own,
This I can say, O lad,
I am fitted to lie my lone!

IT must be an "old salt" to give the right tang to the sea. Who ever heard of a "young salt"? Sailor boys, gobs, in plenty, but what do they know of the sea? No one takes them for a guide to a stroll as this one in *St. Nicholas* selects her leader:

DOWN AMONG THE WHARVES

By Eleanore Myers Jewett

Down among the wharves—that's the place I like
to wander!
Smell of tar and salted fish and barrels soaked
in brine!
Here and there a lobster-crate, and brown seines
over yonder,
And in among them, mending nets, an "old-
salt" friend of mine.
That old-salt friend of mine—how we love to
talk together!
Breathless is the wonder of his tales about the
sea!
His face is tanned and wrinkled by the roughest
kind of weather,
And he is like a hero in a story-book to me!

Down among the wharves when a stiff north wind
is flying,
Schooners rub and bump against the docks they
lie beside;
Half-way up the masts, the billowed sails are
pulled for drying;
Hawsers all are straining at the turning of the
tide.
The turning of the tide! Time of wonder and of
dreaming!
Fishing-sloops are slipping from their docks
across the way;
How our wharf reechoes when their saucy tugs
are screaming!
How the green piles whiten with the tossing of
their spray!

Down along the wharves among a wonderland of
shipping—
Rows of shining, slender masts that sway
against the sky!
Every day at flood of tide we watch some schooner
slipping
Out among the circling gulls, my old-salt friend
and I.
My old-salt friend and I—he will drop the nets
he's mending,
Watch with me each flapping jib, each straining
yard and spar;
How we thrill together when the sails are full and
bending—
We who like to wander where the waiting ves-
sels are!

ONE of them confided this charming bit to Mr. Rascoe of the New York *Tribune:* "The lack of a cultural background in the younger generation is the chief point in its favor. It is not carrying a lot of dead weight on its back. It is therefore lively, natural and spontaneous." But the New York *Times* poet, here quoted, sees through it all:

"THE YOUNGER GENERATION"—AGAIN

By Elizabeth Newport Hepburn

It's always here, and it always knows
That IT is the final word,
The dangerous, different, vital thing,
As swift and free as a bird.

It scorns the shackles of bygone days,
Old phrases and meters and rhymes,
Its art is bold as its heart is cold
When it sneers at "the good old times."

Its food is chosen and measured and weighed,
With sweets it is never cloyed,
Its morals belong to the modern school,
Its dreams are arranged by Freud!

It smiles at your pitiful old-style soul,
Your taste for Victorian verse,
Keats and Shelley are mere has-beens,
And Tennyson far, far worse!

Like a naughty flapper with ancient beaux,
Intent upon causing strife,
It's cool and clever and knows it knows
The trend and the end of Life!

But when it's lonesome or strangely sad,
And sick of the sins it knows,
It creeps to your side by the leaping fire
As the back log crackles and glows;

It grips your hand, and its eyes are wet,
It wants you to fuss with its hair,
And it says in that would-be flippant tone,
"By heck, but I'm glad you're there!"

And if you sit, and rumple, and wait,
It comes clean out of its shell,
And tells its story, since "you understand"
Heartache and Heaven and Hell!

And, oh, its face is wistful and sad,
Its dream and its love are sweet,
As here by the fire, Youth, one by one,
Its secrets lays at your feet. . . .

A LINNET in a cage in London brought back the country to Wordsworth; a whiff of tar is enough to evoke as endearing a recollection, granting the appreciative heart. This in the Sioux City (Ia.) *Journal:*

A WHIFF OF TAR

By Willis Hudspeth

Fresh tar that issues from a bridge new built
Across a prairie river fringed with trees;
A scorching summer noon; a cooling breeze;
A ridge of rosin weeds in gleaming gilt;
A maiden, galloping her steed full tilt,
Dismounting with an acrobatic ease;
A buzzard circling blue, ethereal seas;
A linnet lighting on a limb to lilt.

What alchemistic life the odors give
To dead remembrances! I had forgot
That I possessed this mental negative,
Snapped many years ago upon the spot,
Until, removing to a town to live,
I breathed the paving liquid, melting hot.

THIS little homily has been preached many times. Its repetition in the New York *Herald* argues humanity's recurrent need of the same simple lessons—lessons hard to learn:

A WOMAN

By Charlotte Becker

She wanders down the dusty street,
As keen of loveliness
As those whom fortune sets apart
To smile upon and bless.

She pauses by a florist's shop,
Her wistful eyes alight,
With hunger for the violets
And roses red and white.

The favored draw their skirts aside
With querulous distaste,
Lest they be soiled by one least touch
Of her they call unchaste.

If they would give a kindly glance,
Or just one fragrant bloom,
They might avert the tragedy
Of shame that seems her doom.

But, dull to all they do not know,
They neither dream nor guess,
That this is common to them both;
The love of loveliness.

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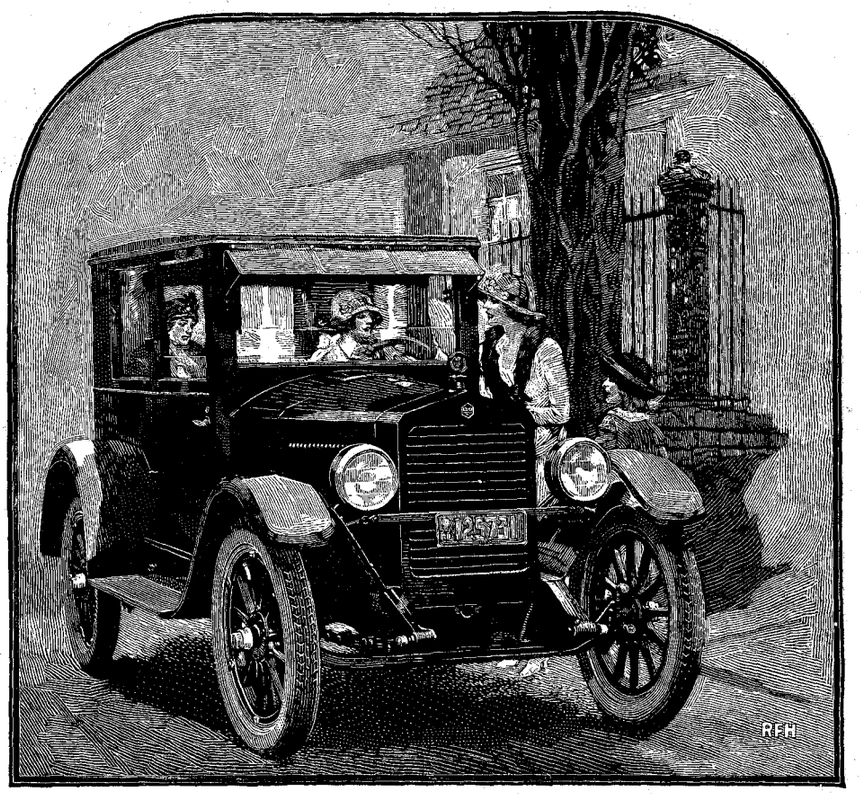
OWNERS LIKE IT . . THE BEST TEST OF ALL



All Year Comfort—$1295

The Coach fulfills every closed car requirement

By quantity production, greater than was ever before devoted to such closed cars, the Essex Coach gives all essential advantages at this wonderful price—$1295.

You must see and examine the Coach to gain a fair conception of what is offered. For you naturally expect such advantages to cost far more.

You will like the Coach. You will like the solid, substantial way it is built, quite as much as its good looks and unusually comfortable riding qualities.

The increasing number in the service of owners accustomed to driving costly, closed cars shows how the Coach gratifies their requirements.

It continues the economy of its first cost. It remains economical, efficient and inexpensive to maintain and operate.

The spirited, flexible performance you admire so much in the new Essex may be expected in the same high degree, when the car has had upwards of twenty or thirty thousand miles. Such qualities are usually found only in costly cars.

That is what gives particular emphasis to the Coach value at this price.

Touring - - $1095 Cabriolet - - $1195 Coach - - $1295

Freight and Tax Extra

ESSEX

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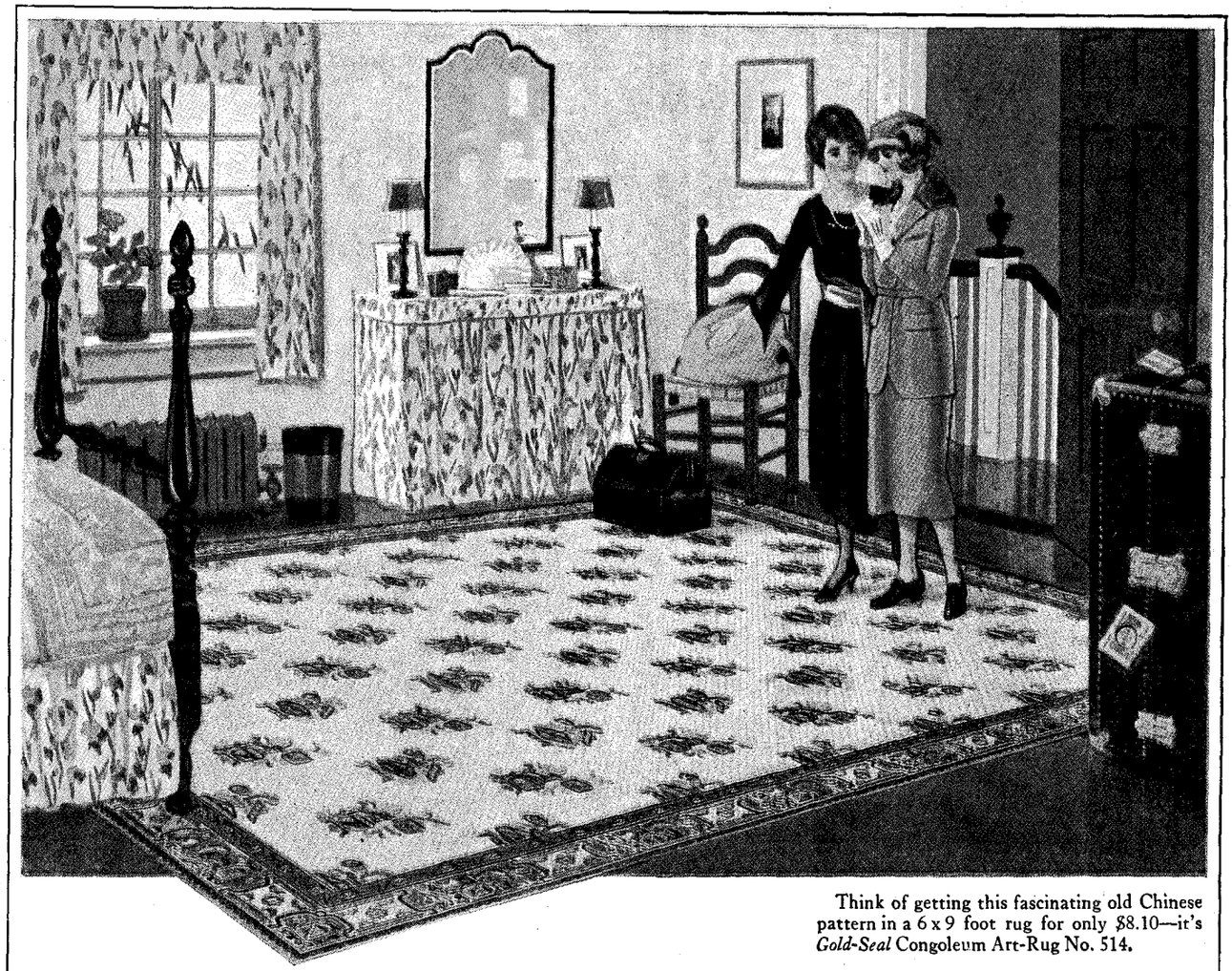

Think of getting this fascinating old Chinese pattern in a 6 x 9 foot rug for only $8.10—it's *Gold-Seal* Congoleum Art-Rug No. 514.

The Room that Smiles a Welcome—

"And isn't my rug a beauty? It actually makes the room over—and it does away with so much work. Going over it now and then with a damp mop keeps it spotless."

What woman doesn't want to avoid the dusty sweeping that woven rugs and carpets require? *Gold-Seal* Congoleum Rugs eliminate that wearisome work once and for all. These waterproof, sanitary rugs are wonderful time-savers.

Patterns for Every Room

The patterns are a joy to every woman of taste—colorful Oriental designs for bedroom, living-room, and dining-room—trim conventional ones for kitchen and bathroom.

Need No Fastening

No fastenings of any kind are needed to make Congoleum Rugs lie flat—they never curl or turn up at the edges.

If there's a room in your home you want to make more attractive, don't fail to see these rugs. They bring the charm of artistic floor-coverings at amazingly low prices.

Note the Low Prices

6 x 9 ft. $ 8.10	9 x 9 ft. $12.15
7½ x 9 ft. 10.10	9 x 10½ ft. 14.15
9 x 12 ft. $16.20	

The rug illustrated is made only in the five large sizes. The small rugs are made in patterns to harmonize with it.

1½ x 3 ft. $ .50	3 x 4½ ft. $1.50
3 x 3 ft. 1.00	3 x 6 ft. 2.00

Owing to freight rates, prices in the South, west of the Mississippi and in Canada, are higher than those quoted.

CONGOLEUM COMPANY
INCORPORATED

Philadelphia New York Boston Chicago
San Francisco Kansas City Minneapolis
Atlanta Dallas Pittsburgh Montreal

Gold Seal CONGOLEUM ART-RUGS

There is only one Congoleum and that is *Gold-Seal* Congoleum identified by the Gold Seal shown at the right. This Gold Seal protects you against imitation floor-coverings and gives you the protection of our money-back guarantee.

GOLD SEAL CONGOLEUM GUARANTEE
SATISFACTION GUARANTEED OR YOUR MONEY BACK
REMOVE SEAL WITH DAMP CLOTH
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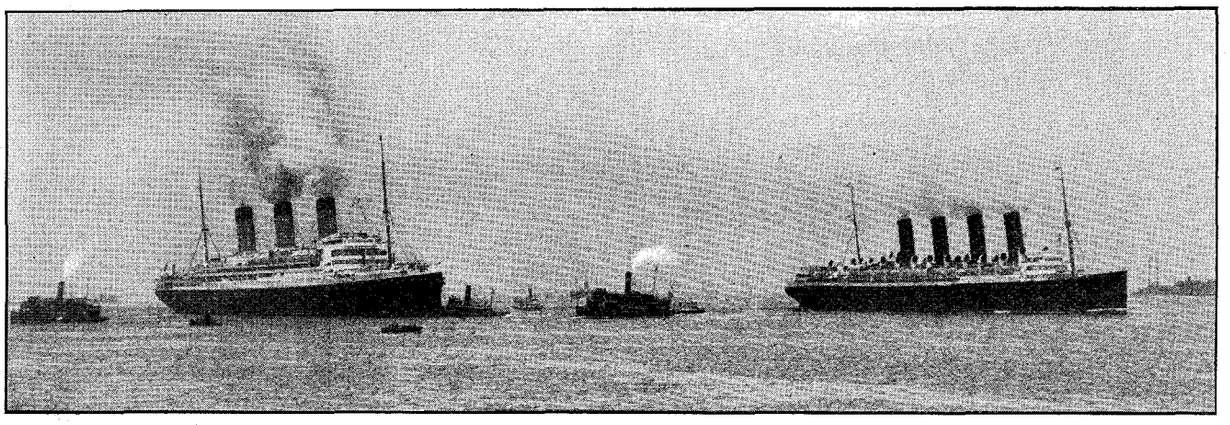
PERSONAL ▾ GLIMPSES



THE WORLD'S LARGEST STEAMSHIP—AND THE FASTEST.

The *Majestic*, on the reader's left, the rehabilitated German steamship now in the service of the White Star Line, is the last word in size and in luxury of appointment. The *Mauretania*, on the right, has recently broken her own record for the transatlantic crossing.

NEW PLEASURES—AND EXPENSES—IN SEA-TRAVEL

FOURTEEN TRANSATLANTIC LINERS left New York in one day, not long ago, carrying nearly 10,000 passengers for Europe. If the passengers paid on the average $1,500 for their visits in the other hemisphere, the total represented by that one day's sailing suggests an expense of about $15,000,000. As most of them are making a return journey, they paid a total of about $5,000,000 to the steamship companies alone and that, says Hawthorne Daniel, who presents these large figures in the current issue of *The World's Work*, is a suggestion of the popularity of ocean travel this year. It is also a suggestion of the cost of "going down to the sea in ships" in the present day and generation. Mr. Daniel presents facts, figures and photographs, however, to show why the modern American seems to consider his money well spent on the comfortable and luxurious ships that now link us with Europe. He begins with some recent history and comparisons:

Since 1914 the great transatlantic greyhound fleet has gone through many troubles, but once again—in number of ships—it equals the pre-war period, and in magnificence and size, in comforts and conveniences, the new fleet is immensely superior to the old.

In 1588, Medina Sidonia—a general, by the way, not an admiral—was placed in command of the 132 ships that made up the Spanish Armada. That fleet—probably greater and more powerful than any that had previously been assembled—might readily have changed the history of the world, and for a time seemed capable of breaking the British sea power that was being molded by Sir Francis Drake and his contemporaries.

The combined tonnage of the 132 Spanish ships was 59,000. There is one liner to-day—the new *Majestic*—with a displacement of 64,000 tons. There are five others—the *Olympic*, the *Homeric*, the *Mauretania*, the *Berengaria*, and the *Aquitania* that are in commission, and one—the *Leviathan*, which is being refitted for service—seven ships in all, that average 45,000 tons. A Spanish Armada of 132 such ships could take the entire population of the United States to Europe in 145 trips, and could bring back on the return journeys the entire populations of France, Great Britain, Holland, Belgium, Denmark and Switzerland.

It is not likely that any one now living will ever see the time when 132 such ships will be in commission, but in the British merchant service alone there are 181 ships of 10,000 tons and over, and a ten-thousand-ton liner—notwithstanding the opinions of many inexperienced sea travelers—is far and away above the average—is, in fact, a big ship.

Conditions of sea-travel, we are reminded, are considerably different from those which maintained eight years ago. For one thing:

Fares are a little more than twice as high as in 1913, but it is the almost unanimous opinion of shipping men and tourist agencies that the high rates make little difference in the amount of travel. Ships are going out daily with all their space taken, and the special cruises that are arranged by various agencies are popular. More ships are scheduled for round-the-world trips than ever before, and the cruises to the Mediterranean and to other cruising grounds are taking such ships as the *Mauretania* out of their regular runs. Shipping conditions are not ideal—anything but—and cabin-passenger traffic is not as heavy as it was before the war, but sea travel seems to be more popular than it has been since 1913.

But the story of cabin passengers is not the whole story.

"Why," asks the prospective traveler, "are rates so high, if ships are crowded and competing lines have no trouble in getting passengers?"

A very simple statement will answer the question.

In 1913—which was the last "normal" year—1,413,845 third-class passengers came to America, and 472,781 returned—about 158,000 a month. Up to June, 1922, the monthly average of third-class passengers both ways was less than 14,000 because of the new immigration laws. There is a clear drop of revenue of probably more than four million dollars a month—forty-eight million dollars a year. To make that up, the cabin passengers, who are traveling now on the transatlantic lines at the rate of about 23,000 a month, must, necessarily, pay about $175 more, each, for their accommodations. Compare the present rates with those of 1913 and you will find that that difference is about what you are asked to pay, altho as my figures are for combined first- and second-cabin and for ships of varying rates, the difference of $175 will be found to be too much in some instances and too little in others. A minimum first-cabin rate, however, of $280 on such a ship as the *Majestic*, less $175, will bring the figure down to $105, which is not far from the minimum first-cabin rates on the finest ships eight years ago.

It is hardly necessary to explain that many other conditions affect fares. Operating costs are very high. Coal, it is true, is not the item that it was last year, altho it is still high enough, but wages, food, pier rent, repairs, and almost all the innumerable items that passenger-carrying steamships demand are very much higher than in 1913.

An additional problem that steamship companies face is lack of freight. This naturally affects the balance sheet, and indirectly the sea-traveler. Nevertheless, says the writer:

We seem to have accustomed ourselves to high prices for travel, and on ships we get so much for our money that we do

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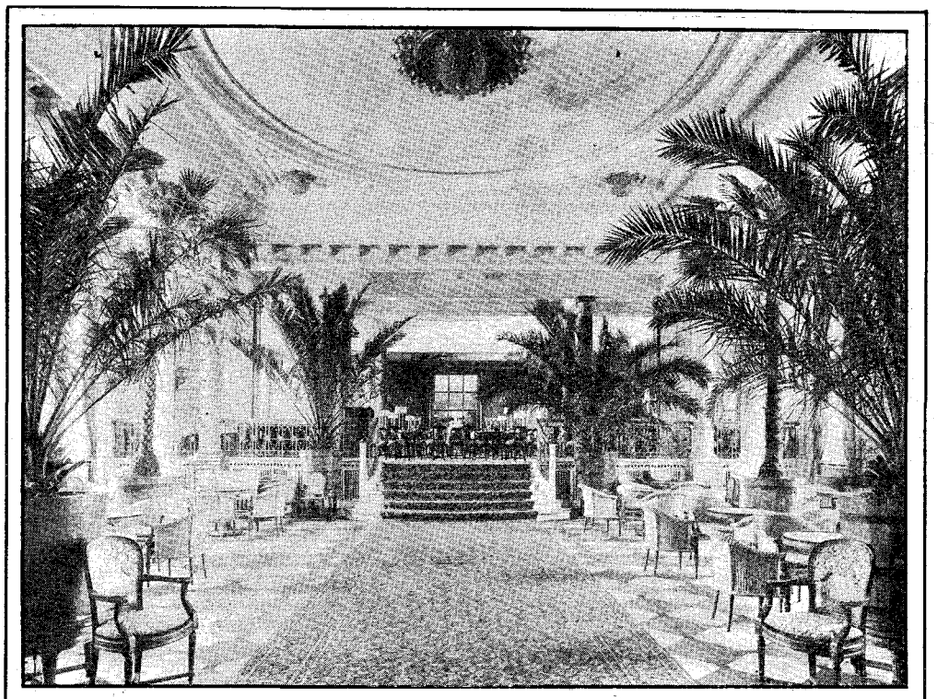


THE PALM-DECORATED APPROACH TO THE *MAJESTIC'S* DINING-ROOM.

The newest, and largest, of transatlantic liners, in addition to such touches of comfort and luxury as are here revealed, carries a well-equipped swimming-pool.

not object strenuously. And still it is possible to go to Europe on any of several ships—excellent ships—for ten dollars a day. These are the "one-class cabin" ships, where the rates have always been lower than on the super-liners. But ten dollars a day will hardly cover one's meals and room at the best metropolitan hotels, and the ships offer service that is comparable to hotels, and give one transportation as well.

One of the most extraordinary developments of the last year or two has been the development of the ships themselves. Naturally enough this is most noticeable on the ships in the most lucrative trade—that is, the transatlantic. I am not alone in wondering why magnificence of appointments and luxury of accommodations has been carried to such a point on ships. But most ocean travelers are on ships not from any great love of the sea, but rather to get somewhere, and as the finest hotels are the most popular, so are the finest ships. The sea is anathema to some—particularly the unfortunates who are not good sailors, and to them a ship of fifty thousand tons is infinitely preferable to a ship of forty thousand, granting that the fifty-thousand-ton palace is less the plaything of the elements than the other, which is not necessarily true. And it is that person who throws up his hands in horror at the thought of crossing on a cockleshell of a ten-thousand-ton liner, and who really doesn't dream that any one, save hardened mariners, would ever willingly go to sea on a 3,500-ton tramp.

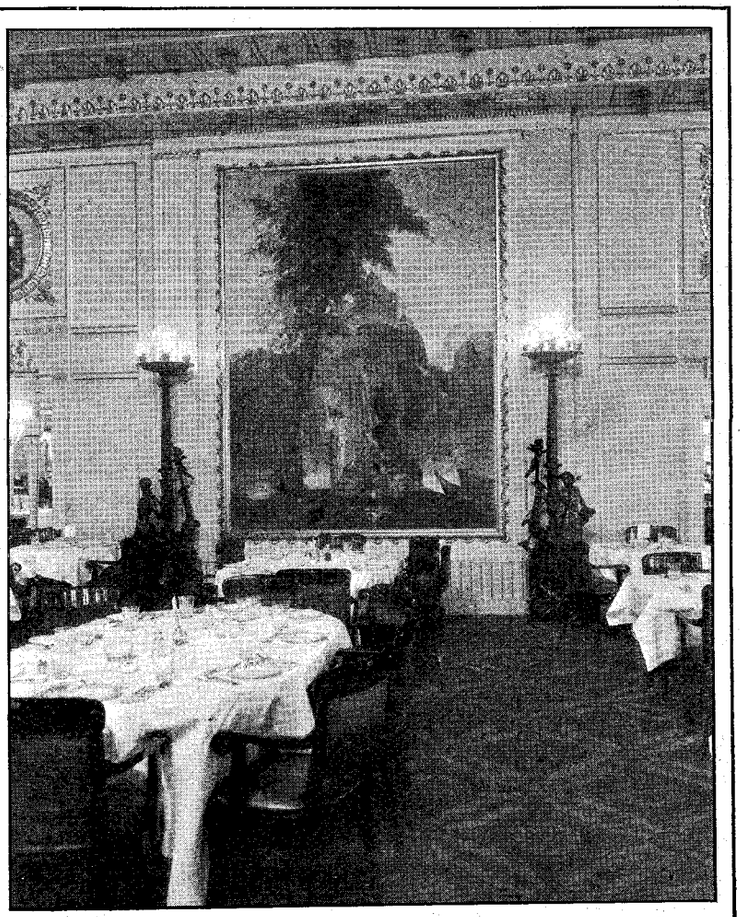
Torpedoes and mines accounted for a great many fine ships during the war. The great, comfortable Atlantic Transport liners, with their limited cabin lists and great deck-spaces were almost completely eliminated. Hardly any of the big lines failed to lose important ships, and the formerly popular North German Lloyd and Hamburg American lines have handed over most of their ships to the Allies and the United States. As a matter of fact the North German Lloyd is now the proud possessor of but one ship, and the Hamburg American, which formerly circled the world with its ships and had the greatest of the steamship systems, is limited to three.

Personally, I have a grudge against the older German ships that has nothing to do with the war. It is due to the terrible tin bathtubs with which they were equipped. But the newer ships the Germans built, that are now flying the British flag, and the American, are wonderful. The outstanding liners of this category are the *Berengaria*, formerly the *Imperator*, the *Leviathan*, formerly the *Vaterland*, and the new *Majestic*, formerly the *Bismarck*.

The *Leviathan* will not be in service for many months, for she suffered from heroic war service as a transport, and from neglect after she returned her last troops to America. But the *Berengaria* of the Cunard Line and the *Majestic* of the White Star, are two of the finest ships, and the *Majestic* is the largest that ever sailed the seas.

In comfort and beauty it will be difficult to surpass these two ships. So great are they that one can get no real idea of their size. The recital of their dimensions leaves one cold, just as do any huge figures. One can walk miles through corridors in the first-cabin quarters alone, without retracing his steps. Four times around the promenade deck of the *Majestic* is a mile, and this deck ends two hundred feet from the bow and the same distance from the stern. There are three funnels, each as large as a double-tracked tunnel on a standard gage railroad.

The largest ship in Columbus's flotilla was the *Santa Maria*, 86 feet long. The *Majestic* is 14 feet wider than that, and several *Santa Marias* could readily be placed on the *Majestic's* deck. But we don't have to go back to Columbus to find ships with which to contrast this new mistress of the seas. By way of comparison, the writer recalls that:



A CORNER OF THE MAIN DINING SALON ON THE *HOMERIC*.

The appointments resemble those of a magnificent hotel, and there is practically no suggestion of a ship. Such a glimpse helps to explain why the increased cost of ocean travel is gladly met by thousands of American tourists.

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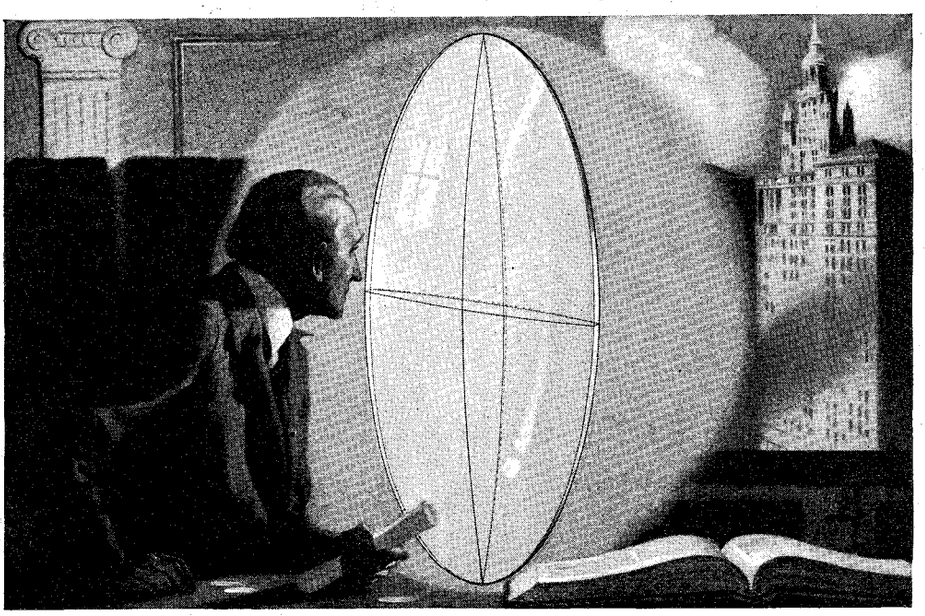

To show the difference between the new and the old curves a lens would have to be enlarged 500 times, as shown above

How a great invention got its start

IT was Christmas Eve, 1912. They were trimming the children's tree, when down through the festoons of tinsel a silvery glass ornament slid to the floor with a pop like the bursting of an incandescent bulb.

Fascinated by the reflections within this broken shell of glass, Edgar Tillyer, the scientist, reached for a fragment to study it more closely. Then was born the idea that led to a greater development in the manufacture of eyeglass lenses than any preceding it.

Up to that time eyeglass lenses seldom gave the perfect vision which the eyesight specialist wanted for his patient. No one had computed the curves on grinding tools so that the finished lenses would agree precisely with the prescription.

It was apparent that these computations, if they could be made, would greatly assist eyesight specialists in providing lenses which complied with the exact requirements of the eyes. With faith in his idea Tillyer toiled until eleven huge volumes were filled with equations and mysterious charts. These calculations took three years to work out. They proved scientifically correct, and ever since then Wellsworth Lenses of this new type* have been made by the millions.

Twenty years before this George W. Wells had reached the decision that his Company would spare no expense to advance the Science of Optics. He always insisted that the system of curves for grinding lenses was wrong. "But, mark my word," he said, "it will take a mathematician of the highest order with a practical knowledge of lens grinding to correct it."

Wells was right. Back of the broken glass bauble were years of preparation. Before going to the great Wellsworth plant in the hills of Southern Massachusetts Tillyer had worked out many difficult problems of refraction and reflection of light.

That, in brief, is how eyeglass lenses of the new type were made possible.

Your optical specialist knows what it means to have had this knowledge for more than seven years whereby he could provide you with lenses measured in Effective Power. He knows how much the delicate organ of sight has need for this and every other aid that scientific workers bring forth. He understands how great is the strain caused by imperfect vision and old style lenses.

It is never "too early" to consult him.

American Optical Company Southbridge Mass U S A

**Known as "Effective Power Lenses"*

Wellsworth Glasses

WELLSWORTH PARK: EST. 1833

All that Science can give; all that Artistry can add

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The Imps are mobilizing!

YOU rest in false security. This very minute the Bad Heating Imps are mobilizing. Preparing to attack your comfort, at the first sign of cold weather.

There's your old enemy, the Imp who spoils your winter morning snooze by banging in the steam pipes. And the Imp who keeps the radiators filled with ice-cold air while the fire in the boiler roars in vain and piles up coal-bills. And the Imps who make the radiator air valves drip water and hiss steam till your ears ring.

But there's one fellow the Imps mortally fear—the Watchman of the Coal Pile, the No. 1 Hoffman Valve. Put No. 1 Valves on all your radiators and you'll never be bothered by the Imps again. You'll have steam radiators that are 100% hot, silent, and efficient—radiators that boost the temperature and lower the coal bills.

Better see your Heating Contractor *now!* If you wait till cold weather you'll find him swamped with orders for No. 1 Valves. Do it now!

You take no chances in having your entire heating system Hoffman Equipped; satisfactory service for five full years is guaranteed you in writing.

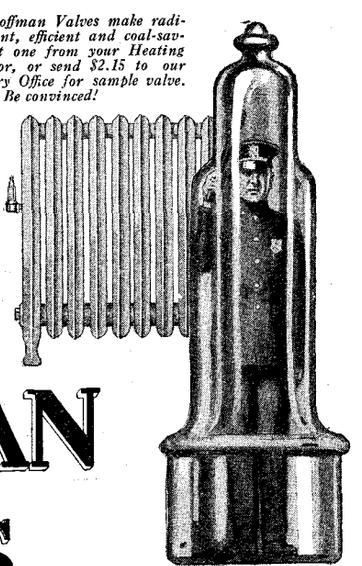
"MORE HEAT FROM LESS COAL" is a booklet that tells about Hoffman Valves and how they increase your comfort and lower your coal bills. Write for it today.

HOFFMAN SPECIALTY CO., INC.

Main Office and Factory, Waterbury, Conn.

Boston New York Chicago Los Angeles

No. 1 Hoffman Valves make radiators silent, efficient and coal-saving. Get one from your Heating Contractor, or send $2.15 to our Waterbury Office for sample valve. Test it. Be convinced!



HOFFMAN VALVES

more heat from less coal

PERSONAL GLIMPSES

Continued

In the Spanish-American War the longest ship in the United States Navy was the cruiser *Columbia*. She was 412 feet long, and could steam 22 knots an hour. The *Majestic* is 956 feet long, and has a speed of 27 knots.

Ever since a steamer first crossed the Atlantic, ships have been growing steadily in size. The *Great Eastern*, built in 1858, was ahead of her day, with her 692 feet of length, for naval design had not reached the point where so great a ship could be put together with sufficient strength to stand the strain, and engines could not be built to propel her properly. But with this one exception the increases in length and tonnage and speed have been gradual. One wonders where the growth will stop. For the immediate future it seems probable that no greater ships than the *Majestic* will be built—not because of the mechanical and structural difficulties involved, for the great ship-builders are entirely willing to solve them—but because of the enormous cost of construction, and the limited number of ports that they can visit. The *Majestic* draws 38 feet of water, which means that the channels she passes through and the harbors she enters must be kept dredged to more than 40 feet, and that limits the number of ports she can visit. So it seems likely that ships will not rapidly, nor greatly exceed the *Majestic* in size, because it would cost a great deal of money and would serve no very useful purpose. But in time—possibly before many years—we may expect to see a ship surpassing the *Majestic* perhaps as she surpasses the *Leviathan*. There is no reason from the ship-builder's view-point why it can't be done.

But these gigantic floating palaces are only in the North Atlantic service, while excellent ships are elsewhere as well. Pick up a Sunday metropolitan paper and turn to the shipping ads. They advertise Nova Scotia, Italy, Bermuda, China, the West Indies, Scandinavia, Japan, France, Great Britain, the Mediterranean, Alaska, South America, the Panama route between the West Coast and the East, Honolulu, the Great Lakes, coastwise ports, 'round-the-world, and others besides. In that list there are trips that can be taken for sums ranging from $10 to that many thousand.

The one-class-cabin ship of the past has been either first- or second-cabin (more often second), but since the war a new development has taken place. That is the third-class liner, and the success of the first one of these suggests that others of the type will follow.

In America there has grown up a very marked objection to second-class travel, the reason being, probably, unfamiliarity. So great is this objection on the part of Americans that most of us, when in Europe, invariably travel first-class on the railroads, and in more than one European country there is a saying that "no one travels first-class but fools and Americans."

The same rule, of course, does not hold on steamers, but the same psychology does. There are few Americans who could travel second cabin and be entirely content—not because of their accommodations or their companions, but because they can catch occasional glimpses of passengers who have privileges from which they themselves are barred. Hence one of the reasons for the popularity of the one-class-cabin ship with Americans; and many Americans who

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would hesitate or refuse to travel second cabin on a liner carrying first-cabin passengers, would unhesitatingly take passage on a one-class-cabin liner.

"BEAVER"-HUNTING IN THE WILDS OF LONDON

"THE sport of beaver-hunting has become a national pastime in England," says the London *Daily Express*. The "beavers" in question are men who wear beards, and the new sport is making life miserable for them. The *Daily Express* recently carried the following pathetic advertisement:

BEAVERS.—Will all wearers of beards who are suffering from insults in public owing to the lunatic craze called "Beavers" kindly communicate with a victim, with view to formation of a protective society or club?—All expenses defrayed by A. B., Box 6956, "Daily Express," 116, Fleet St., E. C. 4.

The London paper comments:

The release of hundreds of thousands of boys and girls from school for the summer holidays has given beaver-hunting an astonishing fillip. Parties of youthful and enthusiastic beaver-hunters are made up in every district. It is rapidly developing into a craze.

An instance of the zest with which children play the new game was observed yesterday in Charing Cross-road. A middle-aged man with a beard walked down the street, intent on his own affairs, when a band of youthful beaver-hunters spotted him. They followed him closely, crying, with obvious delight, "Beaver."

The man with the beard seemed at first a little surprized and went on his way.

"Beaver!" shrilled the hunters, as they closed round their prey. The man with the beard stopt, with a look of annoyance. He was at once encircled by the crowd of joyful boys and girls, who pointed at his beard, danced round him, and sang, "Beaver! Beaver!"

The man with the beard became angry, and exclaimed, "Go away, or I'll call a policeman." This made the beaver-hunters all the merrier. They shrieked with laughter.

The angrier the man with the beard grew the more hilarious became the beaver-hunters, and the unfortunate beaver at last dashed across the street, jumped on an omnibus, and made his escape.

A beaver-hunting expert gave it as his opinion that beaver-hunting among children owes its popularity partly to the joy of the game itself and partly to the fact that it needs no outfit and no excursion to a park.

The beaver, like the rabbit or the buffalo, can be found in its natural haunts, and these are the streets of every town. The beaver-hunter can lie in wait at any street-corner, and raise the hue-and-cry when the beaver comes in sight. A little more enterprise and activity are required to find a red-bearded king beaver, but this adds to the excitement of the game. Elderly persons of both sexes are to be seen playing the game in tubes and omnibuses, openly and unashamedly.

It is suggested that a beaver procession through London, led by king beavers, should be organized, but it is thought that the traffic police would object.

There is no doubt about it, "Beavering" has caught on.

William J. Burns says:

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Mr. King C. Gillette,
c/o Gillette Razor Co.
Boston, Mass.

May 5th, 1921

My dear Mr. Gillette:

I am glad that you asked me about my Gillette razor. The old one I have used, I thought represented the last word in shaving comfort, but the new and improved Gillette certainly is proving to be a genuine revelation.

I am sure you know how well we think of your razors, for last year we presented nearly a thousand Gillette Safety Razors at Christmas time to our various friends and never was there a more genuinely appreciated holiday gift.

Please accept my sincere congratulations on the remarkable strides you have made in improving Gillette Razors.

Sincerely yours,

x5/WJB

W. J. Burns
President

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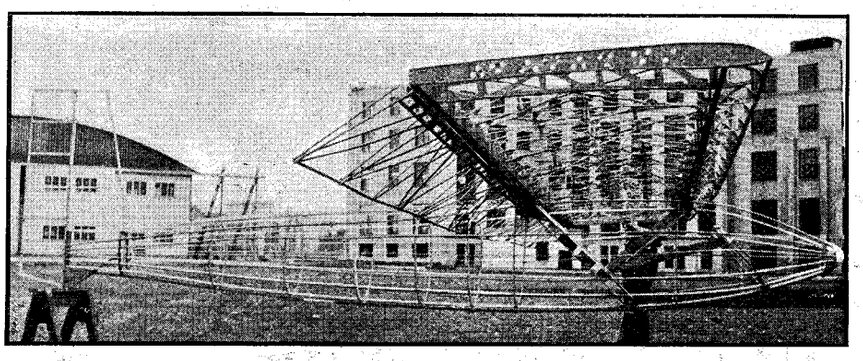
MOTORING AND AVIATION

AN AMERICAN DARIUS GREEN IN EUROPE

"UNITED STATES GLIDER SETS THE PACE," recently announced a cable dispatch from Clermont Ferrand, France, where drivers of motorless airplanes from all over the world have gathered for an International Experimental Congress. The pilot of one of the American machines entered in this contest, Edmund P. Allen, was formerly a test pilot for the Army Air Service at McCook Field, Dayton, Ohio. Mr. Allen, whose age is 26 years, is the oldest of three young men—the other two being Harry C. Karcher, aged 20 of Mansfield, Ohio, and Otto C. Coppen, aged 22 of Mamaroneck, N. Y.—who have designed and built two gliders at the Massachusetts Institute of Technology. Several new features were incorporated, and the construction of the machines throughout has aroused the interest of flying experts all over the world. The whole trailing edge of the second glider, the M. I. P. No. 2, can be lowered to increase the "angle of incidence" by which the machine can take advantage of gusts of air. This glider weighs only 80 pounds, as against weights in the opposing machines averaging 125 pounds. Of the two-score entries in the French contest, according to *Aviation* (New York), 26 are gliders, 9 are *aviettes* or flying bicycles, and several are muscular helicopters, or "flappers."



THE FRAMEWORK OF DARIUS GREEN'S NEW WINGS.

The construction is so light that the whole machine, after being covered with fabric, weighs only eighty pounds. The hinged edges of the wings may be used as ailerons to insure lateral balance, or they may both be drawn down together to enable the machine to rise, bird-like, on passing gusts.

The ban placed on high-powered airplanes in Germany, at the end of the war, is directly responsible for the revival of interest in flying with motorless planes. In Germany a flyer has already succeeded in remaining in the air for nearly 20 minutes in a motorless plane. This flight was not made in competition, however, but on a day when the wind and "luck" favored the German aviator. In the coming glider competition in Germany, one rule provides that the grand prize shall not be given to any flyer who does not succeed in remaining in the air for 40 minutes. It appears, however, that the German flying-ground provides a more favorable take-off for the soaring machines than does the French locality, where the best soaring record so far made in competition is less than two minutes.

All these attempts to fly without the assistance of motors remind the New York *Herald* of an American pioneer in this field, the famous Darius Green, celebrated in one of the most popular of American poems. The *Herald* observes editorially that Darius Green has been vindicated. As the writer recalls:

It is many years since Darius Green challenged gravity:

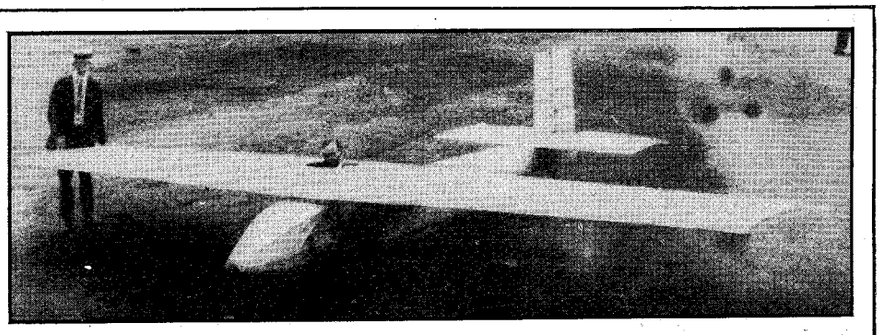
"The birds can fly and why can't I?
Must we give in," says he with a grin,
"'T the bluebird and phœbe are smarter 'n we be?"

Poor Darius, who crashed after hopping off the barn that memorable Fourth of July morning, is being vindicated at last. Over in France another young American, Edmund Allen, who flies a motorless glider less complicated in its construction than Darius's batwing harness, is going great guns in competition with the French, the Swiss and other Europeans.

The reason for the failure of Darius is now evident. His wings were too small. "Ten feet they measured from tip to tip," the Trowbridge poem tells us, and Allen's glider has a span of twenty-four feet, a wing-breadth of nearly five feet, and a length over-all of sixteen feet. It is built generally on the lines of a light monoplane. Some of Allen's rivals at Clermont Ferrand have machines modeled after the bat, as Darius Green's was, and they attempt to propel them with muscle power. These are called "flappers," but they have not done as well in the French trials as the "stiffs," as the gliders with stationary wings are nicknamed.

In his American trials last month Allen was reported to have remained in the air for five minutes. At Clermont on Tuesday, altho his longest flight was only fifty-five seconds, he showed the Europeans that he had complete control of his glider. He not only took off with a start of fifteen feet and made perfect landings from all his flights, but he actually rose fifty feet above the level of the starting-point and flew more than half a mile. What is more important, Allen's machine weighs only eighty pounds. This makes it possible to be flown against lighter winds than would float the more cumbersome European gliders, some of which weigh 150 pounds.

The race for the glider supremacy is in a way the outcome of the Versailles Treaty. Germany was forbidden by the peace terms to build planes propelled by motors. Immediately her experts set out to conquer the air without the use of gasoline. Last September word came from Berlin that an engineer, Klemperer, had sailed three miles in a motorless monoplane in thirteen minutes, starting from an elevation of about 3,000 feet. On the



HE DEPENDS ON THE WIND AND HIS OWN HEAD.

This American glider is flown, without engine, through its pilot's knowledge of air currents and the best methods of taking advantage of them. It was built by three young flying enthusiasts at the Massachusetts Institute of Technology, and is now competing in soaring contests in France and Germany.

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Enduring Standards

THE sword-makers of Damascus gave to the world the famous blades of watered steel that are, even today, unsurpassed for their fineness.

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Firestone Cord Tires are the accepted criterion of fine tire service; a standard of quality that has gained public confidence in the comparatively short space of twenty-two years.

Most Miles per Dollar is as great a source of pride to the army of owner-workers in the great Firestone factories, as the cherished reputation of their metal and skill was to the sword-makers of old Damascus.

For all who use and know tires, the name Firestone must always mean the highest attainment in cord tire building.

Firestone

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way he looped the loop. This performance sounds much more important than Allen's until it is remembered that the American was not taking off from a great height.

The students of the glider believe that its perfection will result in the improvement of the form of motor airplanes. They say too, that when the light glider has reached something near perfection it may, by the addition of a small motor—about the size of that used on motorcycles—become the poor man's monoplane. He will glide across the winds as far as he can and then, when the breeze falls or a nose dive is in prospect, he will turn on his motor and regain a height from which he can again go slipping through the air.

THE AUTOMOBILE "WHEN MONEY IS NO OBJECT"

MONEY IS A LARGE OBJECT, in general, in automobiling in Europe. Taxes and fees, by comparison with which American taxation seems little or nothing, make the car-owner's life a burden in England and France. On the other hand, for the utmost in luxury, for cars built absolutely "without regard to price," the European market is supreme. The automobile in Europe, says an English writer, Walter L. Hawkes, in an article published in *Motor Life* (New York), has always been, and still is, "a commodity primarily for wealthy people." Cars built on the other side of the ocean cost a great deal more than American cars, because the European cars are not built by mass production methods, but are put together carefully, slowly, and with a great deal of handwork. It is not strange, therefore, observes Mr. Hawkes, "that the great mass of moderately fixed European citizens are casting envious eyes at the statistic sheets which show the lucky Americans riding around in 10,000,000 cars while in all the rest of the world there are probably less than 2,000,000." Europe has tried to produce cheap cars, he admits:

> There is a veritable deluge of little cars, ranging from the 7-8 horse-power 2-cylinder machines up to the standard light car of 18 to 20 horse-power. Cars of these types are being produced by proud companies whose efforts previously have been devoted exclusively to building luxurious, heavy, high-power machines for the wealthy. They see the handwriting on the wall and they are translating it in different ways. All of them, however, are bent on providing automotive transportation for the great bulk of the population who are insistently demanding the same transportation facilities you enjoy in your country.
>
> The small cars being produced here cost more than your cars of the same weight and capacity. But I believe they are better built, will give considerably more mileage per gallon of fuel, are easier on tires and generally less costly in upkeep.
>
> The taxes suffered by the motorist over here are cruel. It costs the owner of a Ford £23 in fees of various kinds. This, at the normal rate of exchange, amounts to $111, which represents a large slice of the American selling price of the car. Gasoline in England retails at about sixty-five cents a gallon while the poor French motorist pays from $2.00 to $2.50 per gallon for the same, or not so good, gasoline.

But there are many people in all these European countries who refuse to be satisfied "with the type of machine the manufacturers are turning out for Mr. and Mrs. Hoi Polloi," observes Mr. Hawkes. For—

> Their money, their position, their personalities demand something out of the ordinary in automobiles. They must have special bodies of exclusive design, unusual fittings, upholstery and color schemes. This class of buyers will always exist in all countries. It is for this group that the oldest, haughtiest and most representative European body-makers are building stunning cars which are the last word in luxury, convenience and aristocracy. To them the high motor taxes are a nuisance but not a fatal deterrent to their motoring. The exorbitant price of petrol is, to them, a negligible matter. From the royal families down to the most plebeian of the suddenly war-rich, the cry is for cars de luxe, some spectacular, others conservative in the extreme, but all put together with that nicety of finish and general tone which proclaims the art of the real coach-builder.
>
> Such a discussion as this would be incomplete without mention of the cars which conveyed the Prince of Wales and his party on their recent trip to India and Japan. These were special Crossleys, twelve of them. In the royal fleet were two seven-passenger "Chester" landaulets with blue color scheme and upholstery of gray Bedford cord cloth. The Prince's personal car was a sleek touring car, also in royal blue with upholstery of fawn hide. The other nine touring cars were in battle-ship gray with fawn hide upholstery. All of the Crossleys were mounted on the standard 25-30 horse-power chassis and carried the Prince's crest colors on the doors and little flags on the radiator caps. These cars gave a splendid account of themselves throughout the trip. Not one of them made an involuntary stop or experienced any trouble.
>
> The Napier car is one of the two highest priced cars in England, and, with its many improvements, born of the experience of the company in building automobiles and airplane engines during the war, is second to none in its present reputation. Its standard 40-50 horse-power chassis is employed extensively for the installation of remarkable custom bodies by the best coachmakers in England. A number of these, built for various members of royal families throughout Europe, are astonishing in their lavishness of equipment, the ingeniousness of many of their features, and the appealing skill with which their lines have been laid out. Among these special Napier cars, the two extremes of individual taste are particularly noticeable. One, for instance, built for the Crown Prince of a small European kingdom, is a glowing example of the desire for exotic display. Its color scheme is a brilliant combination of gold and black while its upholstery is in a Japanese design of orange and black with the materials for seats, walls, ceiling and floor carpets especially woven for this car.
>
> Another Napier, built for Earl Balfour, well known to Americans as a result of his splendid accomplishments at the Disarmament Conference, is a stately limousine in subdued colors, both outside and inside, without a garish note anywhere.
>
> A unique type of sporting three-seater body has just appeared on the new Vauxhall chassis. It is a special car for one of London's leading business men and has a number of decidedly unusual features. It has a windshield which not only opens horizontally in the usual manner, but is capable of vertical adjustment by means of its special attachment to the dash, thus permitting the height of the screen to be varied in accordance with that of the driver. It has a cruiser-shaped stern in which the third passenger is accommodated and which also conceals the hood, which you people call the top. When not in use, the third seat is covered by an ingenious form of polished mahogany hatchway which, when necessary, is folded to form a protective screen for the passenger. There is also a permanent deck surrounding this third seat, the finish of which is worthy of note. It is composed of small and beautifully matched planking, pitch-caulked in true seamanlike fashion. The fitting of the two spare wheels, so rarely carried out in an efficient manner, has received special attention. These items are carried upon a tubular member bolted to the chassis and extending from one side of the car to the other in the manner of a dummy axle. The beauty of the vehicle lies chiefly in its meticulous finish, the whole of the metal work being of delicately frosted aluminum and, notwithstanding the acknowledged difficulty of welding this material, it is almost impossible to discern where the necessary joining of the panels has been effected. The weight of the car complete is in the neighborhood of 26 cwts. or 2,912 American pounds. The petrol consumption is over twenty miles per gallon and eighty miles per hour speed is easily exceeded when safety permits.
>
> Among the best of the British body-makers are Barker & Company, Ltd. This firm specializes in body-work on the Rolls Royce chassis and has been building horse-drawn and motor-driven carriages for British royalty for two centuries. Some of the Barker bodies are so conservative and correct that they will not go out of style for many years. Others, however, when special demands are made by the clients, contain ingenuities of feature and equipment such as have not been seen before upon any automobiles.
>
> The few examples quoted will give an idea of what is being accomplished in England in the way of new body-design. Across the channel equally as much activity is going on with practically the same situation existing with regard to taxes, operating expenses and the demand for smaller, lighter and more economical cars. But Voisin, Farman, Delage, Renault, Isotta-Fraschini, and other French machines, are being clothed with extraordinary modern bodies by such world-famous firms of coach-builders as Labourdette, Million-Guiet, Saoutchik, and others, while in Belgium, Van den Plas and D'Ieteren are equipping Minerva, S. A. V. A., and other well-known chassis, with open and enclosed bodies of rare excellence and unusual design.
>
> In Austria, body-building is almost at a standstill, as might be expected from the present economic turmoil existing in that country. A number of Austrian cars are being built, however, most of them very light and very cheap, to fulfil the only demand there is there at present for new cars.

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THE PULSE OF LIFE

"WHAT do the people think? How do the people feel?" This is the cry of those who sit in the high places. This is the anxious query of the statesman before he frames his policy. Immersed in affairs of state, aloof from the life in the street, viewing humanity from a platform—sometimes he loses touch with the thought and feeling of the average man.

In business, as in government, those who would serve the people must think and feel with the people. The arteries of understanding are as vital to the life of trade as the arteries of transportation. The ambitious manufacturer who understands his product, but does not understand his market, reaps a failure—and wonders why. The established leader who clings to the methods with which he made his first success, who forgets that the pulse of life beats with the changing times, awakes to find that the world is different—and he is out of touch.

Advertising fifty years ago served industry simply by placing the wares of industry in the public eye. Advertising today has a deeper function and a larger duty. The advertising organization which is worthy of the name studies the mind, the heart, the habits of the people—and the direction of the times. It serves business in answering the questions, "What do the people think? How do the people feel?" It keeps the finger of industry on the pulse of life.

"Great men," said Emerson, "are they who see that thoughts rule the world." Today, more than ever, great leaders of industry are they who see that between producer and consumer, advertising is the chief artery of understanding.

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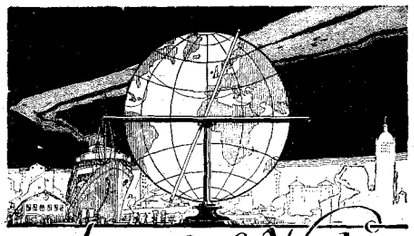

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TWO KINDS OF MOTOR THEFTS—REAL AND IMITATION

THE total value of the automobiles stolen annually in the metropolitan districts of New York City, computes the technical director of a New York automobile school, would go a long way toward feeding the starving children in the Near East. Some of the machines are stolen by *bona fide* thieves, real car-stealers, who sell the machines for what they can get for them. Other cars are taken by thieves who are working in conjunction with the owners to collect the insurance, and thefts of this sort constitute no small proportion of the total number of automobiles stolen, both in New York and in the country at large. This latter sort of automobile-stealing has become so common that insurance companies are taking steps to guard against the overvaluation of cars, since the high values put on cars is the chief incentive to this kind of theft. H. Clifford Brokaw, technical director of the West Side Y. M. C. A. Automobile School in New York, beginning with the observation that a man whose car is stolen has "about one chance in two of getting it back," goes on:

There are two kinds of auto thefts, the real and the fake. In the case of the fake theft, the owner is in partnership with the thief. An auto, for instance, that is insured for $2,000 is reported by the owner as having been stolen. The machine is worth $1,500. So the owner, on collecting his theft insurance, makes a clean profit of $500. The thief, on the other hand, finds little difficulty in selling the car for $500, thereby making an equal amount on the deal.

Insurance companies, however, have stiffened up on the conduct of their business so that it is not so easy as it used to be to get a car insured for more than it is worth. It is important that insurance companies exercise care in issuing the policies so as to lessen the possibility of fake auto thefts which tend to keep insurance rates high. The honest man who insures his car must help, through his premium payment, to pay the undeserved insurance of the faker. If such thefts become common insurance companies must either raise their rates or go out of business. If the rates become excessive, owners will feel that the chances of having their car stolen are not as great as the premium demands would indicate.

A real theft of an automobile is often due to carelessness of the owner. He often leaves his key in his car, thereby extending a hearty invitation for some waiting thief to steal it. Almost every car has some kind of a locking device which will greatly handicap a thief in his operations. There is the ignition lock which is very common. Some cars are equipped so that the gear-shift lever can be locked in neutral. Some machines have a steering-wheel lock which makes it impossible to steer the car. There is a device which is attached to the tire which makes it possible to track a stolen car.

If the owner will exercise reasonable care in taking the key to his car with him when leaving it, even for a short time, he will reduce to a minimum the chances of having his car stolen. But this does not necessarily mean that his auto will not be stolen, as crooks sometimes outwit even the most careful owners. A crook may watch a car for weeks until he becomes thoroughly familiar with the habits of the owner. The crook learns how long the owner leaves his car at certain places. He may be able to get a key that fits it, and thereby get away with his booty rather easily.

A crook may have an accomplice who works with him. The accomplice may come along at a prearranged time and with the help of the crook tow the car away, as tho it were disabled and was being taken to a garage for repair.

What auto thieves do with stolen cars depends upon the motive of the thief. Usually the thief is bent on securing a financial reward for his work. He may take the car to a garage, where he changes the license number and the engine number. He may paint it some new color. He may alter the external fixtures. The result is apt to be a car that even the real owner would find it hard to recognize. Then the crook will undertake to sell his newly acquired machine for what he can get, which is apt to net him a good profit on the "deal."

A friend of mine recently had his car stolen. He finally found it in the private garage of a millionaire's estate which was located on a small island in Long Island Sound. The wealthy owner of this country home was abroad, and the caretaker left in charge was in league with the thief. Whenever the thief stole a car he took it to this out-of-the-way place, where there was little chance of its being found. This particular crook was caught in the act of appropriating a Brooklyn physician's auto. When given the third degree he confessed to having stolen other cars and to having hid them in the garage of this estate. On investigation it was discovered that there were three stolen cars in this garage, among which was my friend's machine. As a result he recovered his car, altho it was much the worse for wear.

Some cars are stolen just for the "fun" of it. That is to say, some young fellow with sporty tendencies and a slim pocket-book wants to make a hit with some charming member of the opposite sex. He thinks an automobile would help him in the pursuit of her affections. So he appropriates some one else's car and forthwith proceeds to go on a joy ride with the object of his desires. Being unused to his new car and being anxious to demonstrate his ability at the steering-wheel, a smash-up of some kind is not an unusual result. After this young sport has run out of cash with which to buy gasoline, he may leave the car to its fate wherever he happens to be.

Another friend of mine, whose car was stolen in New Jersey, found it a week later abandoned in a side street in the Bronx. It showed signs of excessive joy-riding, and it cost a lot of money to have the machine restored to anything like its former efficiency.

Some cars are stolen from a garage. It is always well to have first-class locks on garage doors and to be sure that they are locked when the car is put up for the night. Many a story could be told of locking the automobile's stable door after the machine had been stolen. Spare tires that are carried on the rear or side of a car should also be locked on.

Automobiles left in public garages are in very little danger of being stolen. But if the theft of a car does occur in such a place the owners of the garage can not be held responsible for the loss.

The first thing to be done on securing

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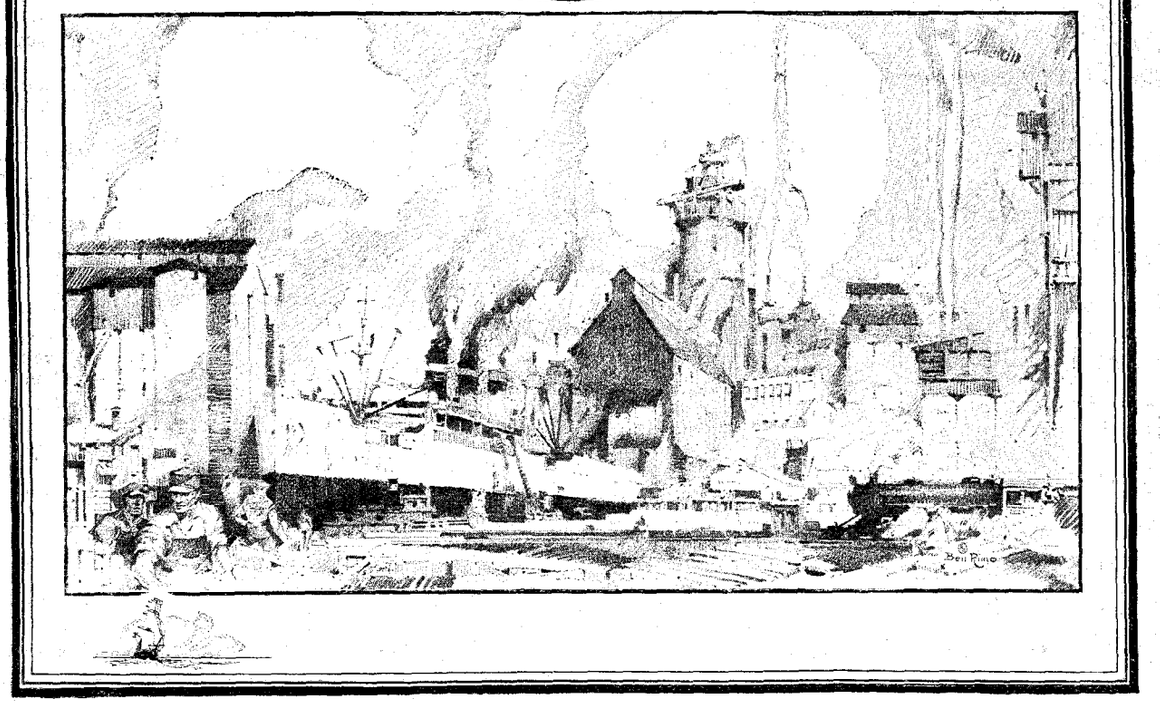

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* * *

HOW the Chemical Engineer has quickened the pulse of commerce is well illustrated by the history of the du Pont Company. For a century after its founding in 1802, the du Pont Company was a manufacturer of explosives . . . nothing else.

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It was a staff of Chemical Engineers, men who knew manufacturing as well as chemistry, and so in the course of research looking to the improvement of du Pont explosives, they came upon other products alike in their chemical structure, that might be manufactured from the same or similar basic materials or by machinery and processes with which the du Pont Company was familiar.

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MOTORING AND AVIATION
Continued

an automobile is to have it insured in a reliable company against theft. The second matter is to take every precaution possible against the possibility of the car being stolen. For even with insurance a stolen car usually represents a loss of time and money and great inconvenience to the owner. In the third place, having made a theft as difficult as could be expected, if the car is stolen, notify the police immediately. They are apt to locate it for you some time, somewhere, and in some condition.

WHO TAKES THE PLANE FROM LONDON TO PARIS?

AFTER a lyrical description of the luxurious air voyage "to Paris and return," a writer in the Manchester *Guardian* learned with surprize that this service is maintained chiefly through American support. "In the newspapers that night," he concludes his story, "I read that the Rolls-Royce Company, whose splendid engines make possible these magic trips, are about to give up the making of air-motors, as there is now so small a market for them." He fears that the Continental air service itself must be in jeopardy, "for its main support still does not come from the English public but from Americans." One of the pilots offered him an explanation for the lack of home patronage. There is still in England, said the pilot, more than one old lady who has never yet trusted herself to a railway train. The *Guardian* writer gives the following colorful account of the Paris-London air journey, appreciated, it appears, largely by Americans:

Passengers wait at Victoria Hotel for the motor car that takes them to the aerodrome at Croydon, just as Mr. Pickwick and his partner waited at the Golden Cross near by for the Rochester coach.

Croydon now looks an impressive air port, with its big indicator board showing the conditions on the air routes, its signal apparatus, waiting-rooms, custom-house, passport office, and great assembly of hangars and repair shops. Ten minutes for weighing and stowing luggage and customs formalities and we are all in the cabin of the big Handley-Page airplane packet, with the propellers buzzing, and after lumbering along the field like a boat pushed off down the sands we are in the air, while the strange and exciting motion on a light structure with enormous power in an invisible element pervades our being.

We mount to 2,000 feet and Kent lies beneath us, London smoking in the distance. People settle down in the cabin; the elderly gentleman reads a newspaper; the little girl sits quietly, as if she were in church; the Canadians open their luncheon baskets. Conversation is not very easy with the propellers so close, but it can be carried on. Some of the windows slide back, but the air does not rush in; the cabin is well warmed, and people take off their overcoats. Sevenoaks is discerned, then Folkestone and the Channel, with a cross-Channel boat going over and a fishing fleet near the French coast, the sea crinkled, but without white streaks; then France, not patched like the English country, but inlaid with little thin pieces set in panels, one way and then another,

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scratched by white roads. The sun shone over the little rose-gray towns and white châteaus and long forests, and everything looked asleep. Abbeyville, Beauvais are passed, and the tall slim shape of the Eiffel Tower rises over a dark blur—Paris! We descend, and Paris rushes to meet us as we wing round and touch French earth. Two hours and a quarter's journey! The passengers get out with a look or a wave to our two pilots, and in a few minutes we are driving by car from Le Bourget to Paris.

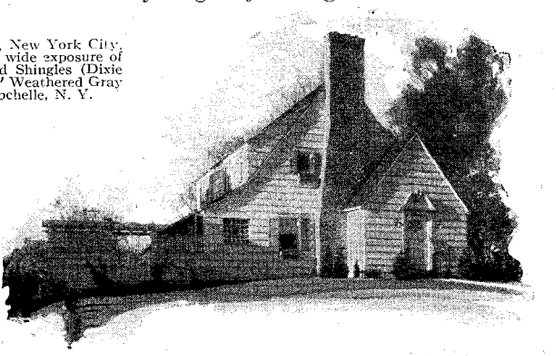
Paris!—and Paris herself again, grunting and hooting, rattling and screeching through its brilliant streets, its architecture in scale and style more impressive than ever, its noise and fury more appalling. New buildings, new statues, orchestras in cafés, shops redecorated and crowded, motor cars in myriads, very few bicycles, many new journals, ice plentiful, more pretty women than ever, but few of the tradeswomen hatless; the Champs Elysées, full of idlers, students' processions in the boulevards, the kiosk pictures more decorous—Paris smiling and brilliant and strident again. Both of the Salons are open.

Among other impressions the chief were of the public life flowering in the open air in the great assemblies of cafés and restaurants. There was, too, the Grand Prix Steeplechase at Auteuil, with its beautiful trees and paddock and lake that make Ascot look like a back yard, and its *Mannequins* in embroidered crêpe dresses posing enjoyably to the photographers in front of the grandstand.

And then a noble flight home. It was a sunny day when we left, but the weather report decided the pilots to fly high and pass above the cloud banks at the coast. We climbed to 7,000 feet in about a quarter of an hour, and latterly reached 9,000, where the going was so steady that water in a glass hardly moved. When ninety miles away we could see the Channel and the clouds towering over England, for the clouds on both sides seemed to stop at the coast, with only a few lonely wraiths over the Channel. When near Croydon before the descent we could still see the Channel! We were flying most of the way under a great blue sky with the sunlit clouds far below. Over Beauvais we passed the first clouds, rounded masses, flat below, like melting snow-mounds, but they assembled together in crowds as we rushed on, and near the French coast they made a sort of cloud forest with each mass separately outlined against the other like giant snow-trees.

As the machine darted over the Channel, the magic of the vast scene increased. Beneath us the sea was a muted blue, with a Channel steamer in foam like a beetle that had been in the milk. The French clouds were mobilized over the land, but far away to the South a separate body of clouds rose high above the rest, and the sun picked out their shapes in gold—a bank of celestial chrysanthemums. It was very lovely. One looked at England, where the clouds massed heavily, and away below them lay a little pearl string of cliff. One of the beads would be Shakespeare Cliff. The penciled line of the Dover breakwater identified the town and the coast ran clearly out to Dungeness and in again to Rye.

Clouds again, close packed and irregular, rising to the west to a higher range, ending in a great tusk, solid yet plastic, and all these sierras cast shadows and reflections on and through themselves, baffling the untrained eye which only knew clouds from below, blooming into delicate lavenders and dove gray and plum colors. Through one region a lavender valley ran from an immense distance, and in part of the valley shapes of a yellow smoke color were rising



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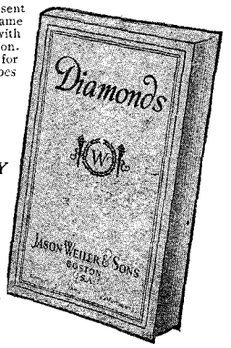

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MOTORING AND AVIATION
Continued

in tongues and domes. The lights were constantly changing and the shapes hardened and dissolved. Behind us over a ledge of cloud the Channel could still be seen, and the clouds of France, now rosy in softened rounded forms, clustered against the blue like *amorini* in a Fragonard tapestry.

What was England like in her bed below her opaque silver canopy? We had seen none of her for the last forty minutes, for the machine was fighting against a dead head-wind. At last there was a gap, and a darkened spread of field and patches of moss that were forests could be discerned for a minute. An airplane passed far down, black against the clouds. One last look back over the sunlit glories "that blushed and bloomed," and we were down into the cloud floe, whigging through milky whiteness that streamed past, and down into a darkened chamber with a dull green carpet below, and the twin towers of the Crystal Palace as ornaments on a shelf of London smoke. A gentle touch and rise and touch and run, and we are down to earth again. Business-men passengers looked at their watches. The two motor pilots climbed down to change into shore clothes. It was all as if a miracle hadn't happened.

KEEPING FIT IN A SUBMARINE

"NOT exactly comfortable, but not unhealthy," is the verdict pronounced upon life in a submarine by *The Lancet* (London), commenting on an article by Surgeon-Captain C. M. Belli, of the Royal Italian Navy, contributed to recent numbers of the *Annali di Medicina Navale*. Captain Belli says that all submarines now have a buoyancy greater than 10 per cent., and are continually getting larger, being now up to 5,000 tons, 250 feet long, with a crew of 40, and a surface speed of 25 knots; they can submerge in two or three minutes, sink to 15 or 20 fathoms, and stay there for 24 hours or more; while under water they can travel at 15 knots. They have a cruising radius of 6,000 miles, and can stay away for thirty or forty days. Says *The Lancet:*

All nations are a little shy of publishing facts about their submarines, but a German submarine, captured in the war by the Italians, had for each man of the crew on an average 600 cubic feet of air, a large allowance in a ship; but then there was here no chance of exchange of air when submerged, and the great hygienic trouble in all submarines is stuffiness. Carbonic acid increases even to 20 parts per 1,000, there is greatly increased humidity, and much smell of engines, men, food, and paint. According to the season, they may be excessively hot or extremely cold, and there is always the risk of a disaster which may admit sea-water to the accumulators and consequently suffocate every one with chlorine gas thus produced, because all navies but the American fill their accumulators with sulfuric acid; the United States boats use an accumulator, proposed by Edison, with an alkaline fluid; these accumulators are smaller, require less attention, and do not ever give off chlorine, but they are thought to be less effective.

Ventilation is the chief problem and has been attacked in three ways. At first by mere electric fans which circulated the air, and only made the worst part of the ship as good as the best. Then it was hoped to purify the air, removing moisture, as snow, by refrigeration, while it was attempted to remove carbonic acid by soda-lime in granules through which the air was passed. But the damp air as it passed changed the soda-lime quickly to sludge, and the surface was consequently so much reduced that the action came quickly to an end. It was hoped that peroxide of sodium, which when moistened gives up oxygen, would help, but it must have very careful handling, and that would have required two men to be added to the crew, and for them there was no room. Perchlorate of potassium mixed with charcoal and peroxide of manganese, when heated enough, glows and gives off a great deal of oxygen, but makes too much heat. Then liquid oxygen was tried, but it so quickly evaporates out of the Dewar flasks, in which alone it can be stored, that it, too, proved impracticable, so recourse had to be made to cylinders of comprest oxygen, but they do not help to reduce the impurities already in the air. In the British, Japanese, and German navies ozone was made electrically, but the ozone is made at the expense of the oxygen present, and it is, besides, irritating to the lungs, rusts metallic surfaces and harms the engines. The third method, that used at present, is a true ventilation. The fouled air is condensed by a pump into cylinders, while fresh comprest air is gradually allowed to escape from other cylinders, taken on board in harbor. The drier this air when comprest, the better the effect on the atmosphere of the submarine. By this method all hurtful gases are equally reduced, and thus the crew can be maintained in good physiological condition for 24 hours or longer. The main oil engines drive the boat on the surface and, on the surface, actuate the electric motors which charge the accumulators; these, when the boat is submerged drive it, ventilate, heat or cool it, and do the cooking for the crew.

Food supply presents special difficulties, we are told. Little cooking is done on board. In the Italian Navy, where boats are generally at sea for instruction for only a couple of days, the food for the first day is prepared ashore and kept in an ice-box. The feeding of the men for the second and subsequent days requires thought, as dry food, even coffee and cheese, are apt to go bad, the atmosphere being so damp; consequently all food supplies must be preserved in tins. To quote further:

Fresh vegetables can not be used, for to boil them would take too much current and would make the air far too damp. All the cooking that can be undertaken is the warming up of soup or of coffee and milk. As there is little vegetable supplied, the food is concentrated and apt to be unsatisfying, and it has too much proteid and fat; still, as the cruise lasts only for a few days, this does no harm. Careful examination has failed to show any material alteration in metabolism. No statistics of illness in submarines have yet been published, and the diseases mentioned are those already reported from the British service—dermatitis from petrol and eye-strain from use of the periscope; the latter is being reduced as better lenses are being fitted and the position of the observer made more comfortable. Surgeon-Captain Belli tells us, too, that the men concerned are under the age of thirty-two.

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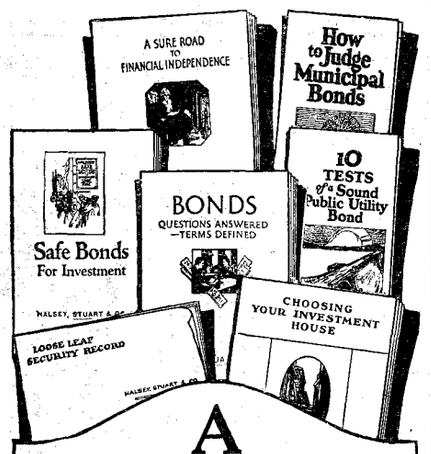
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INVESTMENTS AND FINANCE

FORD DEVELOPING HIS IRON MINES

HENRY FORD has almost reached the point where he can take an iron mine, run the ore into a hopper, and turn out a finished Ford car. In fact, as a writer of an Associated Press dispatch from Michigan notes, "the only break in the procession from the Ford-owned mine to the Ford-produced automobiles is in the railroad and boat lines necessary to carry the ore" from his Michigan iron mines to his factory near Detroit. While Mr. Ford does own a railroad, he does not control the transportation facilities between his mines in the upper peninsula of Michigan and his blast furnaces at River Rouge near Detroit. The first shipment of iron ore from Mr. Ford's mine in the upper peninsula was sent out a few weeks ago, and now as the Associated Press writer tells us, about 500 tons of ore is being sent daily from Michigamme to Escanaba by rail, and there dumped on ore boats for the Detroit district. As this writer, whose dispatch appears in the New York *Journal of Commerce*, continues:

The mine, known as the Imperial, will supply but a small percentage of the iron needed in the Ford industries, but it is believed here other similar developments will follow, the manufacturer owning 400,000 acres of land in the upper Michigan peninsula and rich deposits of ore are believed by experts to underlie at least a part of this vast tract.

Operation of the Ford mine near here is as similar to the other industries carried on by the manufacturer as is permissible. Working conditions for the men are revolutionary, mining men say. When the workers come out of the mine they remove their working clothes, stand under warm shower baths, don street clothes and then go to their homes. The wage is $6 a day for older employees and $5 a day for those more recently added to the payroll. The eight-hour day prevails.

The room in which the miners change their clothing is as carefully maintained as is the locker room of a club or university gymnasium.

The Ford plan so far has had little effect on working conditions in mines throughout the peninsula, as his mine employs but 160 men of the total of 15,000 on the Michigan ranges.

The Imperial is an old mine, acquired by Mr. Ford in a property deal. Several months were required to put it in shape for operation. Mining operations were started last December, and a pile of ore, amounting to 500,000 tons, had been accumulated up to the time that orders from Detroit sent a steam shovel biting into the mass.

The mining railroad is constructed of old rails taken from the roadbed of Mr. Ford's railroad, the Detroit, Toledo & Ironton. The owner has announced he soon will begin construction of a steam electric plant at the west end of Lake Michigamme and develop power for the mine and the village of Michigamme, as well as for other enterprises he may develop.

MORE SAVINGS ACCOUNTS THAN FAMILIES

THAT there are three savings accounts for every two families in America, and that nearly two million more savings accounts are being opened each year, are statements appearing in a recent issue of *Forbes Magazine*. The facts are said to be supplied by the Harvey Blodgett Company of St. Paul. The assertion is made that we have in this country now about 21,000,000 families and more than 31,000,000 savings accounts. Further information is given out as follows:

According to the latest report of the Comptroller of Currency, there were:

	Savings Accounts
In National banks	8,109,242
In mutual savings banks	9,445,327
In stock savings banks	1,118,583
In postal savings department	466,109
In trust companies	4,035,422
In State (commercial) banks	8,184,163
A total of	31,358,846

Of course this is not an accurate measure of the financial success of our people, for a large majority of these savings accounts are small and inactive. On the other hand, there are 4½ millions of shareholders in building and loan associations, whose accounts are growing by regular deposits. And there may be millions who are buying gilt-edge securities on the instalment plan.

It took just 100 years to bring the total number of savings accounts up to twenty-two millions (1916). And it took five years more to add nine millions. The 1921 savings census quoted above was taken during the low point of the depression.

THE FARM DOLLAR IN 1922

AN ENCOURAGING bit of news for the country in general and the farmer in particular, according to the *Wall Street Journal*, is that, measured by the price level of last season, the value of this year's crops will be at least $12,000,000,000. "The purchasing power of this output will be greater than in the past season," we are told, "and will have a correspondingly greater influence in business improvement." For the farmers are the greatest consuming class in the country; when the farmer's income shrinks in purchasing power, the effect on business is quickly felt, as it was in 1920 and 1921. We read on:

If the average farm price of crops and livestock in 1921 be compared with the wholesale price of all other commodities it will be found that the purchasing power of the farmer's dollar was about 67 cents. In other words, it would take one dollar's worth of farm products to buy 67 cents' worth of other commodities.

The lowest point in farm purchasing power was in the last two months of 1921 when a farm dollar was worth about 62 cents. But since that time there has been a decided change for the better. Prices

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for farm products, taken as a whole, have improved materially. But the wholesale prices of commodities that farmers buy have also fluctuated since last December, so that while the farm dollar is not now worth as much as three months ago, its purchasing power is about 72 cents, or a gain of more than 16 per cent. over the November and December level.

Sixteen per cent. of the marketable portion of a crop production of more than $12,000,000,000 will of itself be an increase of no inconsiderable proportion. Then, too, the crops will be raised at a lower cost than those of former seasons. The 1920 crop which, in terms of other commodities was worth only 67 cents on the dollar, was probably the most expensive one the farmers ever raised. It was produced on the crest of inflation and sold when deflation was well under way. But that is now a thing of the past. For the present we have the promise of good crops produced at reasonable cost, and the price index shows that their value, exprest in terms of other commodities which the farmer buys, is likely to be greater than in the two preceding years.

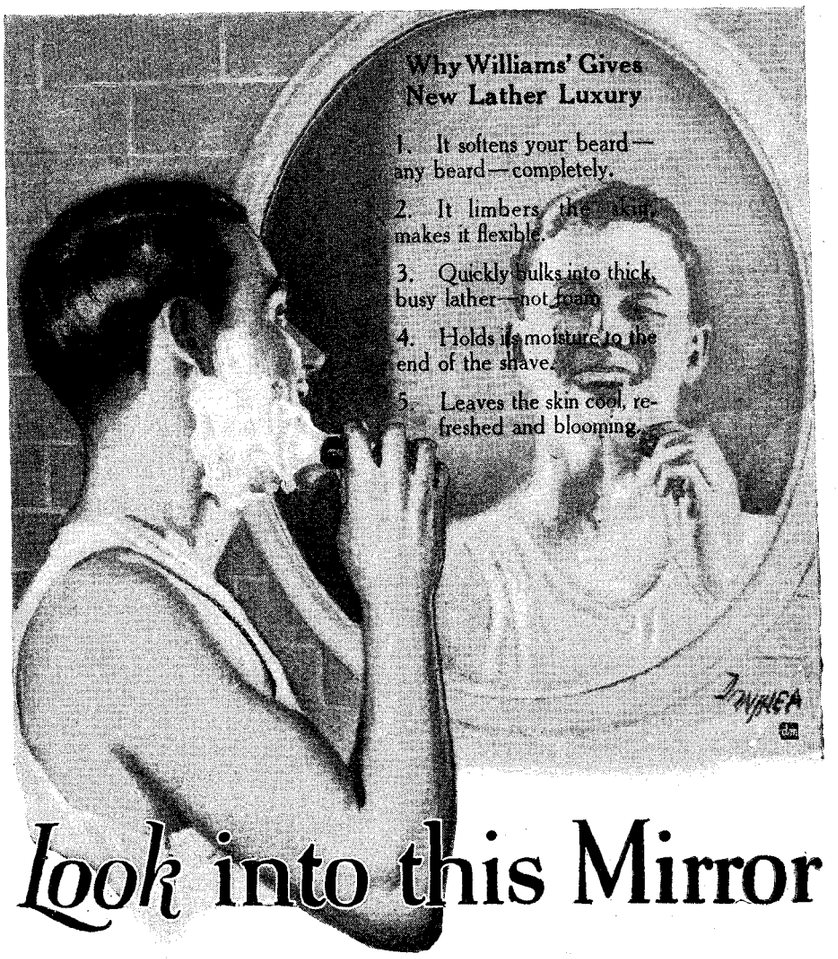
SAFETY OF EUROPEAN BONDS

FLUCTUATIONS of as much as ten points within two weeks in what are generally considered the safest of European bonds have brought sharply into focus the question of the actual security of foreign bonds in general. Glenn Griswold, writing in the Chicago *Journal of Commerce*, tells us, however, that there now exists a subtle current of propaganda against the sale of European Government bonds. "Where will your bond be when European values get back to normal?" is one of the appeals against buying foreign bonds. As Mr. Griswold explains:

The plea would be good if we were using European currencies to buy European commodities, realty, goods or wares of any kind. But we are buying with American dollars. Interest and principal are usually payable in those dollars.

The thing for the investor to determine in buying a European Government bond is whether the nation seeking the loan is threatened with or liable to dissolution and repudiation. If the answer is negative, the cost of living, depreciation of currency and misbalance of budgets may be considered as problems of the day, certain of ultimate solution and having but little bearing on the security of the loan. External debts, of the sort we have been accepting, rank ahead of internal obligations, will survive even tho arbitrary reduction or repudiation of native obligations are unavoidable. They will survive unless there be such collapses as those of the Kingdom of France and the Czarist régime of Russia.

The menace of inflation in Europe, whatever its meaning to us may be, is waning. It is true that the cost of living in the principal countries has taken a slight upturn in the past two or three months, but the same thing has happened here. It is merely a temporary turn, a secondary inflation if you want to call it that. Everyone knows that commodity prices are far higher to-day than they will be five years hence, that there is a long and gradual process of adjustment toward normal ahead of us, but the current upturn is a reflection of renewed business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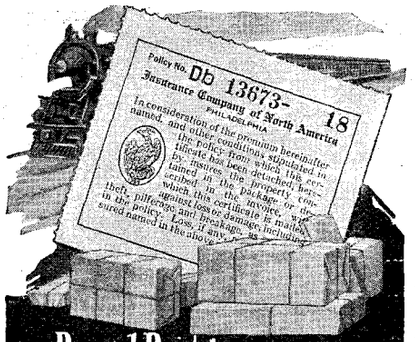

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INVESTMENTS AND FINANCE
Continued

activity, a symptom not to be deplored.

Occasionally a Government loan suspends payments and gives grief to investors, but far between are those that are not eventually collected. America owes it to herself to make what investments she can safely abroad, and those who mark all foreign loans dangerous are doing a disservice to their country.

TWENTY-FIVE POSSIBLE POSSIBILITIES

WE all like to prophesy, and when a writer in touch with business and financial centers ventures to make definite predictions, he is likely to have a wide and interested audience. B. C. Forbes in his *Forbes Magazine* (New York) takes a column in a midsummer issue to set down twenty-five important developments which he thinks "we are likely to witness, some of them within the next few months, others within a year":

1. Rather acute scarcity of unskilled laborers.
2. A rising tendency in wages.
3. Serious congestion on the railroads, with grave delays in the delivery of goods.
4. Sharp rises in not a few industries.
5. A further advance in cotton and cotton goods.
6. Greater expansion in imports than in exports.
7. Some revival in shipping.
8. Distinctly higher money rates, starting very shortly.
9. Less voracious absorption of new security offerings.
10. Increased activity in stocks and decreased activity in bonds, with more or less bullish excitement in stock speculation.
11. Scarcity of a few classes of merchandise and many instances of clamoring for immediate delivery.
12. Harvesting of satisfactory crops and freer buying throughout the grain-growing States, with somewhat improved conditions also in the South.
13. Cheaper coal.
14. Lowering of rents.
15. November election results which will spur the Republican lawmakers to conduct themselves in more businesslike fashion.
16. Recognition of Mexico.
17. Pacification of Ireland.
18. An upheaval in Germany, precipitated by the hardships imposed upon the working classes by the collapse of the mark's purchasing value.
19. Further abandonment of Soviet policies in Russia.
20. Drastic modification, or cancellation, of Europe's indebtedness to Britain.
21. Readjustment of the German reparations burden, mollification of France, and then a large international German loan.
22. Thereafter, rapid progress in European rehabilitation.
23. Heavy investment by America in foreign enterprises.
24. Further revival of optimism in this country.
25. And, generally, gradually improving times.

CURRENT EVENTS

FOREIGN

August 9.—Stay of execution of fourteen Social Revolutionists accused of high treason against the Soviet Government is granted on condition that the Social Revolutionary party cease activity.

August 10.—Irish Free State troops drive the irregulars from Cork after severe fighting, and occupy the city, which has been the insurgents' stronghold since their defeat in Dublin.

Germany and the United States sign an agreement in Berlin for the establishment of a commission to settle American claims against Germany arising since the World War began.

The ratified copy of the Washington Disarmament Treaties is signed by King George.

August 11.—Irish insurgents put the torch to the Dublin post-office, but the fire is promptly extinguished.

August 12.—Arthur Griffith, President of the Dail Eireann, dies in St. Vincent's Hospital, Dublin, of cerebral hemorrhage, following an attack of influenza. He was fifty years old.

Premier Lloyd George proposes that the German indemnity be cut to about one-third the amounts fixt by the London schedule of payments of May, 1921, that is, to cancel altogether the annual cash payments of two billion gold marks and to leave the 26 per cent. assessment on German exports.

August 13.—A revolt said to have been started by members of the Liberal party is quickly put down at Chinandega, Nicaragua, after two revolutionists are killed.

August 14.—Viscount Northcliffe, Great Britain's most noted publicist, dies after a long illness due to an obscure disease of the heart. He was in his fifty-eighth year.

The London Conference of the Allied Premiers on German reparations ends without any agreement being reached, tho the Entente is reported not to be broken.

The reduction of the Japanese Army, in accordance with reorganization plans proposed by the War Office and approved by the Cabinet recently, is begun by the disbandment of 4,000 artillerymen.

DOMESTIC

August 9.—Thirteen hundred engineers, firemen, brakemen, conductors, switchmen, and maintenance-of-way employees of the Elgin, Joliet and Eastern Railroad walk out in protest against the use of armed guards and defective rail equipment.

August 10.—An interstate joint conference of coal-mine operators and mine workers organizes in Cleveland for the settlement of the bituminous coal strike, now in its fifth month.

Heads of the Locomotive Engineers' and Firemen's Brotherhoods instruct local organizations that they will not be required to work if conditions are dangerous.

August 11.—The Senate adopts the "flexible clause" in the pending tariff bill, giving the President authority to raise or lower rates until July 1, 1924.

Members of the "Big Four" railroad brotherhoods in a dozen or more cities

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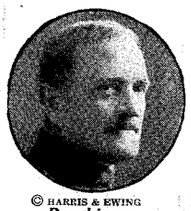
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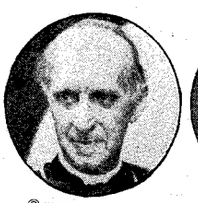
Pershing

Haig

Sims

Wilson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Generals as Historians

The Literary Digest History of the World War is not a mere one-man history. It is a careful compilation by Francis Whiting Halsey of official reports and thrilling personal experiences supplied by distinguished officers and enlisted men in the fight; by war correspondents, strategists, statesmen and other authorities.

You will read what was said by General Pershing, Marshal Foch, Admiral Hugh Rodman, Field Marshal Haig, Major-General von Bernhardi, Field Marshal von Hindenburg, Major-General Maurice, and other noted officers on both sides.

You will find elaborate reports, official and otherwise, of blood-stirring happenings, deeds of daring, suffering, sacrifice, cruelty, torture, massacre. One tells you of works of kindness and charity. Another tells of acts of wholesale murder and destruction.

Full Accounts of Battles

You will read thrilling reports of battles in France, Belgium, Italy, Russia, Japan, China, Egypt, the Holy Land, everywhere—on land, on and under the water, in the air. You will read—perhaps for the first time—carefully guarded information about the transportation of two million American soldiers to Europe, notwithstanding German submarine activity.

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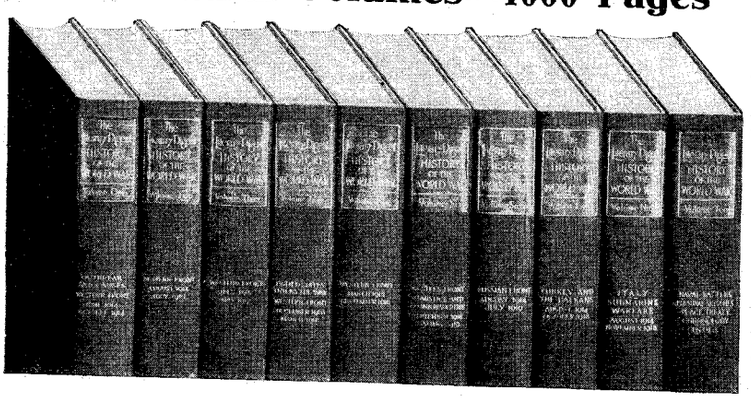

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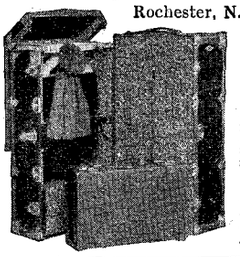

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CURRENT EVENTS
Continued

from Ohio to the Pacific coast walk out in protest against the armed guards placed at various points on account of the shopmen's strike, and twelve transcontinental trains, carrying from 2,200 to 2,500 passengers, are marooned, some in the Arizona desert.

Executives representing the country's leading railroads, meeting in New York, conditionally accept President Harding's latest proposal for settlement of the shopmen's strike, that the roads take back the strikers, both sides then to place the seniority issue before the Railroad Labor Board for a decision.

An explosion in the hold of the steamship *Adriatic* kills five members of the crew and injures four others.

President Harding cables President Ebert his congratulations on the anniversary of the founding of the German Republic.

August 12.—The railway shopmen reply unfavorably to the President's proposal that the seniority issue be submitted to the Railroad Labor Board.

A conference of the Governors of five bituminous coal-producing States is called by Governors Davis of Ohio and Groesbeck of Michigan.

August 13.—Dynamite is exploded under a West Shore suburban train bound for Weehawken, N. J., and two children and three women are severely injured.

The New York District Council of the Maintenance-of-Way Employees' union, involving 20,000 men, requests the Union president to call a strike vote, alleging bad faith on the part of the Pennsylvania and Erie Railroads.

Ten persons are killed and more than two-score injured in a collision on the Minneapolis, St. Paul, and Sault Ste. Marie Railway at Annandale, Minn.

Marooned trains at Needles, Cal., and Las Vegas, Nev., are moved to more comfortable points along the line, and one reaches Los Angeles, being engineered by local officials of the Santa Fé Railroad.

Brotherhood leaders, after a conference with President Harding on the railroad strike, decide to ask another meeting with the railroad executives to submit new peace proposals.

August 14.—Chairman S. D. Warriner, of the policy committee of the anthracite operators, invites John L. Lewis, President of the United Mine Workers of America, for a conference on August 16, with a view to early resumption of production in the anthracite field.

August 15.—The soft coal miners' strike, begun April 1, to resist a wage cut, ends when operators from ten coal-mining States and the leaders of the United Mine Workers of America, agree to the immediate resumption of work at the old wage scale, and to set up machinery to make a new wage scale effective April 1, 1923, and prevent future tie-ups in the industry.

Leaders of the "Big Four" Brotherhoods arrange for a new conference with the railway executives to discuss settlement of the shopmen's strike. Meanwhile it is announced that President Harding will lay the railway situation before Congress within the next forty-eight hours.

Senator McCumber, of North Dakota, introduces 161 last-minute amendments to the Fordney-McCumber tariff bill, and all are rushed through.

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"D. F. H.," Waterbury, Conn.—"You say that one of the funicular railways known to you was *destroyed* in 1906 but *repaired* later. Is that statement correct English?"

Destroy: (a) To reduce into useless form: now the leading sense. (b) To render useless: injure or spoil utterly.

Repair: To restore to good condition by replacement of decayed or damaged parts or by refixing what has given way.

"V. B. G.," Chicago, Ill.—The correct pronunciation of *Englewood* is *en'gl-wud*—*e* as in *get*, *n* as *ng* in *sing*, *u* as in *full*.

"W. A. S.," San Antonio, Tex.—"Kindly inform me which has the larger vocabulary, Spanish or English."

See THE LITERARY DIGEST, August 5, where the question is answered in the Lexicographer's column.

"G. R. M.," Madison, Wis.—The word *amiable* is correctly pronounced *e'mi-a-bl*—*e* as in *prey*, *i* as in *habit*, *a* as in *final*.

"I. D. McN.," Rye, N. Y.—The correct way to syllabicate the word *recommendation* is—*rec-om-men-da-tion*.

"R. F.," Lidstone, Can.—"Kindly give me the correct pronunciation of the word *débutante*."

The word *débutante* is correctly pronounced *de''bu-tant'*—*e* as in *prey*, *u* as in French *Dumas*, *a* as in *art*, *n* with a nasal sound; or *deb''yu-tant'*—*e* as in *get*, *u* as in *full*, *a* as in *art*.

"C. E. S.," Lincoln, Neb.—"What is the meaning of the phrase *sine qua non?*"

The phrase means: "Literally, without which not; that which is absolutely indispensable; an essential."

"J. A. W.," Del Rio, Tex.—"Is there a word *salty*, like speaking of *too salty?*"

Yes, the word is defined as: "1. Tasting somewhat like or of salt; containing salt; saltish; as, the soup is too *salty*. 2. Sparkling; piquant; sharp: said of speech or a saying."

"R. B. B.," New Orleans, La.—The correct pronunciation of the word *suite* is *swit*—*i* as in *police*.

"M. H.," San Diego, Calif.—"I often come across the expression 'et mar' after the name of a woman in referring to property rights, deeds, etc. No one seems to know definitely what the expression means, but some think it means 'and husband.' Can you enlighten me?"

Et mar. is an abbreviation of *et maritus*, the Latin for "and husband," being used in the same manner as "et ux." (Latin *et uxor*), meaning "and wife."

"E. W.," Baltimore, Md.—"Can you tell me why a dead person is always carried out feet first?"

The practise of carrying a corpse out feet first may be derived from the idea that if he were living, he would leave the house feet first. A coffin of a layman if taken into a church is placed in the middle of the nave, the feet to the East or sanctuary, but if the body be that of a cleric, the head is put to the sanctuary.

It is the practise in Great Britain to place the bodies of soldiers in their coffins with their feet going in the direction that the caisson is to travel.

In countries where shoes are worn, the deceased is shod, for he has a long journey to take. This, therefore, points to a reason for carrying out the dead feet first—they are traveling on their last journey.

"J. A. B.," Pittsburgh, Pa.—"What is the correct pronunciation of *Mexia*, the name of a town near Corsicana, Texas?"

Mexia is pronounced *mi-hi'a*—first *i* as in *habit*, second *i* as in *police*, *a* as in *artistic*; or *me-i'a*—*e* as in *prey*, *i* as in *police*, *a* as in *artistic*.

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THE ▾ SPICE ▾ OF ▾ LIFE

Oh, Yes.—THE LITERARY DIGEST says that books have a curative power. Yes; there are some which cure insomnia.—*Washington Post.*

A Quiet Game.—VISITOR (from the home of baseball)—"Well, I'm glad I've seen cricket. I've seen St. Paul's and the Abbey, and they are good goods. But, when it comes to hush and the subdued atmosphere, old cricket's got 'em beat."—*Punch (London).*

Both Ways.—"What I say is that if a woman is good-looking the higher education is unnecessary."

"Yes, and if she isn't, it is inadequate."—*Life.*

German-English as Wrote.—Object Nro.830. One Fabric in Saxony, which fabricated since tin-goods for the housekeeping, fitted up with a great number of machines, and large stocks on hand in materials, detailed description on inquiry. Both, purchase or partaking, is coming in consideration.—*From a Bulletin advertising factories for sale, published in Frankfort, Germany.*

Naturally Endowed.—The woman said she wanted a book to give her little boy on his birthday, something useful and instructive.

"Here's an excellent one on 'Self Help,'" said the clerk.

"Self help!" she exclaimed. "He doesn't need any instruction in that line—you ought to see him at a party."—*Boston Transcript.*

Justifiable Resentment.—The devil looked up from his daily register. "I see you got a fellow named Sherman here."

"Yes," said Beelzebub, "he came in with the last lot."

"Well, see if he is any relation to a General of that name who said war was hell, and if he is, give him the limit. I ain't going to stand for people slandering hell that way!"—*Dallas News.*

Why "Honey" Was Slow.—She left her hubby alone in their room at the hotel while she did some shopping. She returned. The many doors and numbers confused her. But she soon decided which was her room.

She knocked and called: "I'm back, honey—let me in!"

No answer.

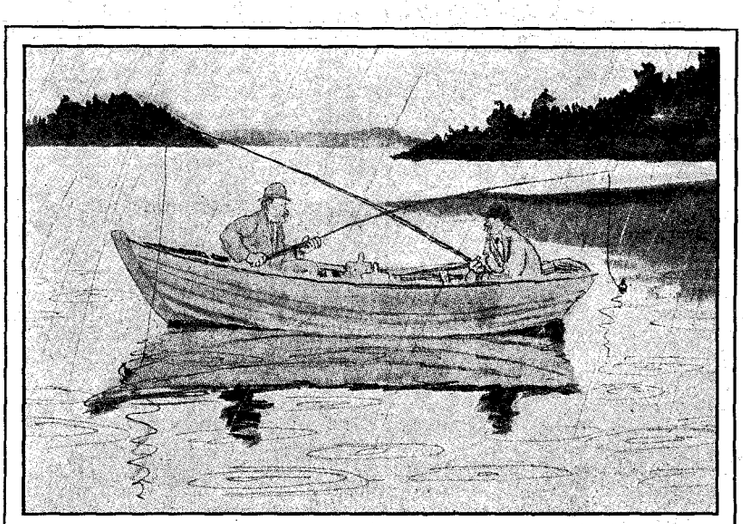
"Honey, honey—let me in!" she called again, knocking harder. "Honey, it's me—please, honey!"

Brief silence, then a man's voice, cold and full of dignity, came from the other side of the door: "Madam, this is not a beehive; it's a bathroom."—*Capper's Weekly.*

What He Ran.—MR. MISSION HILLS—"I run things at my house."

MR. GOLDEN HILLS—"Probably the lawn-mower and the washing machine."—*San Diego Union.*

How to Please.—"If you want to get rich from writing, write the sort of thing that is read by persons who move their lips when they are reading to themselves."—*Don Marquis, in the New York Sun.*



FIRST WET FISHERMAN: "Say, Johansson, do you think fishes can laugh?"

—*Kasper (Stockholm).*

A Square Meal in Round Numbers.—The following menu was obtained in a Moscow restaurant on June 27.

Mayonnaise of game, 3,500,000 rubles.
Caviar, 4,000,000.
Smoked salmon, 4,000,000.
Ham (two slices), 4,000,000.
Radish and cream, 3,000,000.
Salad, 4,000,000.
Swiss cheese, 1,500,000.
Butter (one pat), 1,500,000.
Fresh cucumber, 750,000.
Kidneys, 4,000,000.
Fish soup, 3,500,000.
Fish (various), 3,000,000 to 4,500,000.
Cauliflower, 5,000,000.
New potatoes, 3,500,000.
Fillet of beef, 4,500,000.
Beefsteak, 4,000,000.
Vienna schnitzel, 4,000,000.
Chops, 2,750,000 to 6,000,000.
Supreme de volaille, 5,000,000.
Fruit salad, 3,500,000.
Pêche Melba, 4,000,000.
Strawberries and cream, 4,000,000.

So the list goes on through to black coffee for 1,250,000 rubles. It is evident that for twenty or thirty millions you can dine splendidly.—*London Daily Telegraph.*

Never Through.—INQUISITIVE YOUNG DAUGHTER—"Papa, what do you do all day long at the office?"

FATHER (not paying much attention to the question, as he is busy reading the evening paper)—"Oh, nothing."

DAUGHTER (not easily discouraged)—"Well, how do you know when you are through?"—*Dallas News.*

A Suggestion.—"My daughter can do anything with the piano!"

"Could she lock it up and drop the key in the river?"—*Sondags Nisse (Stockholm).*

Need for Worry.—STELLA—"I'm to be married next week and I'm terribly nervous."

ELLA—"I suppose there *is* a chance of a man getting away up to the last minute."—*London Mail.*

Doing His Duty.—THE GUEST—"I suppose your husband is very fond of yachting?"

THE OWNER'S WIFE—"Well, no; he ain't really. Sometimes it makes him awful sick, but he made his money outa canned salmon durin' th' war, an' he feels he kinda owes it to the sea."—*Life.*

Silencer Needed.—Some time ago I took an old colored man to the picture show for the first time. When he came out, I said:

"Well, uncle, did you enjoy the picture?"

"Oh, yes," he said; "the picture was all right, but the piano made so much noise I couldn't hear a word they said."—*Charlotte Observer.*

Very Cryptic.—"Is this dirigible absolutely safe?" asked the prospective buyer.

"Safest on earth," grunted the maker, cryptically.—*Life.*

The Latest.—FATHER—"That child of ours is altogether too annoying with his toy boat."

MOTHER—"What does he want now?"

FATHER—"He wants to have it fitted out with a wireless."—*Le Journal Amusant (Paris).*

A Silent Partner.—Two men who were "something in the city" were lunching at their club one day. "Oh," said one, "my partner formerly used always to oppose my views, but now he agrees with me in everything."

"How do you account for it?" asked the other.

"Don't know," said the first. "I'm not sure whether I convince him, or only make him tired."—*Tatler (London).*

Certain Test.—Two fishermen were angling in a river, when one suddenly dropt his rod.

"Say!" he ejaculated. "Did you see that feller fall off that cliff over there into the river?"

"Don't get excited, Bill," soothed the other. "Mebbe it was a movie actor makin' pictures."

"But, my stars! How kin we tell?"

"Well," counseled the judicious one, "if he drowns, he ain't."—*Epworth Herald.*

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